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THE THREE HUNDRED AND FOURTEENTH MOTOR SUPPLY TRAIN IN THE WORLD WAR

THE
THREE HUNDRED AND FOURTEENTH
MOTOR SUPPLY TRAIN
IN THE WORLD WAR

An Account of the operations of the Supply Train
of the 89th Division from its organization
until its demobilization, including
maps and complete rosters
and appendices.

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29, April, 1919.

TABLE OF CONTENTS:

PART I—THE PREPARATION.
CHAPTER I—FIRST DAYS AT FUNSTON.
CHAPTER II—TECHNICAL INSTRUCTION.
CHAPTER III—FINAL DAYS OF TRAINING AT FUNSTON.
CHAPTER IV—CAMP MILLS, L. I., N. Y.
CHAPTER V—ON THE "LAPLAND."

PART II—IN THE FIRST AMERICAN ARMY.
CHAPTER VI—THE BATTLE OF REST CAMPS.
CHAPTER VII—INTO THE LINE.
CHAPTER VIII—PREPARATION FOR THE PUSH.
CHAPTER IX—THE ST. MIHIEL DRIVE.
CHAPTER X—TO THE ARGONNE-MEUSE.
CHAPTER XI—THE ARGONNE-MEUSE OFFENSIVE.

PART III—IN THE ARMY OF OCCUPATION.
CHAPTER XII—AFTER THE ARMISTICE.
CHAPTER XIII—TOWARD THE LAND OF THE BOCHE.
CHAPTER XIV—RHINELAND.

PART IV—AND THEN AT LAST.
CHAPTER XV—HOME AGAIN.

APPENDIX A—ROSTERS OF COMPANIES AND DETACHMENTS, AND CASUALTY LISTS.

APPENDIX B—CITATIONS AND MISCELLANEOUS.

MAPS.

ST. MIHIEL SECTOR—
(a) SECTOR BELOW FLIREY.
(b) SECTOR BEYOND FLIREY.

ARGONNE-MEUSE SECTOR—
(a) SECTOR BELOW BANTHEVILLE.
(b) SECTOR BEYOND BANTHEVILLE.

GERMANY—
(a) SECTOR ABOUT BITBURG.

PART I.

THE PREPARATION.

CHAPTER I.

FIRST DAYS AT FUNSTON.

A history which is spread over the expanse of fifteen months, whose scenes are laid along the long and toilsome road from the dusty plains of Funston and the Pawnee Flats in the center of the United States to the heart of a conquered Rhineland is of necessity an ambitious undertaking. When that history is of an organization with a record such as that of the 314th Motor Supply Train and a part of a Division with the record of the 89th, the Middlewest Division, whose members came to be known as the FIGHTING FARMERS, then its telling becomes even more difficult. But throughout the whole of that history the keynote is achievement.

The 314th Motor Supply Train really came into being on October 3, 1917, at Camp Funston, Kansas, when the first two hundred men of the new NATIONAL ARMY were assigned to it. It had been a time of uncertainty for these men, just drafted for the most part from their homes in Nebraska. Some few came from Missouri and Kansas, but they were all of the sturdy stock of the Middlewest.

Thousands were already streaming into Funston at this time over the Union Pacific Railroad to become a part of the Division which Major-General Leonard Wood had been selected by the War Department to organize. As these huge special trains rolled into the station at Funston with coaches which bore the name of the county from which the occupants came and such legends as "From Osage County to Berlin," or "Can the Kaiser," the men were hurriedly run through a receiving station, separated by counties, and assigned to the various infantry and artillery regiments, the engineer regiment, the field signal and machine gun battalions, and the trains.

None of the uninitiated ever knew exactly how this demarcation by counties was determined,—who should go to the infantry, who to the artillery, who to the Supply Train, or any other of the Divisional organizations.

At any rate on the night of October 3, 1917, about 11:00 P. M. a Union Pacific special train came into the station, bearing the first contingent assigned to the Supply Train. With the farewells from home hardly off their lips they had found themselves passing one by one in quick succession through the classification and assignment station, the grist mill which would transform them from casual draftees to charter members of the great National Army.

The reception of these men was well organized although military equipment at this time was very scarce.

Major Frank Wilbur Smith, later G-2 of the 89th Division, had been designated to command the Supply Train temporarily, and as his assistants were attached seven second lieutenants, Charles K. Gibbs as Adjutant and Supply Officer, J. E. Corby, Company "A"; Porter Marquis, Company "B"; Wm. H. Barnett, Company "C"; Chas. W. Kessler, Company "D"; C. H. Enos, Company "E" and Scarritt Jones, Company "F." As Sergeant-Major, Major Smith had selected William E. O'Donnell whom he had brought from the 164th Depot Brigade.

That first group of men, like every succeeding group assigned to the Supply Train, was full of enthusiasm for the new life, and eager to become proficient in the art of war, that the purpose of their coming,—the achievement of Democracy for the world might be completed as soon as possible, and they be allowed to return to their homes.

Every man stepped from the train with a smile, although there must have been many a tear hidden beneath those smiles, for many of them were leaving home for the first time, and each one was leaving for his biggest adventure, some for the Great Adventure.

That first night was probably the first time many of those men had ever been forced to do anything absolutely distasteful to them, and that first ice-cold bath with the discarding of the last physical home-ties, the civilian clothes, was certainly distasteful.

After coming through the receiving station they had been formed in column of squads and marched over to the ninth unit by some of the newly assigned officers.

All the men were lined up after arrival at the barracks and sent one at a time through the ordeal of the shower bath, having left their civilian clothing outside. After each man had restored his warmth and disposition by a careful drying after the shower, he was given one suit of underwear, one olive drab shirt, a pair of socks and a suit of blue denim clothing (no olive drab clothing nor russet shoes being available then).

Then each man was given one comforter, one blanket and an empty bed sack, and told to go to bed. As there were no beds, then, the men spread themselves out as comfortably as possible on the barracks floors and as it had been a tiresome day most of them postponed their thoughts of the army in sleep, until reveille awakened them the next morning to a new military day.

Civilian cooks had done their best with a breakfast of bacon, bread and coffee, and the men all ate ravenously. Half an hour later they were lined up for the first time in front of their respective barracks in some sort of military fashion—all somewhat frightened and wondering if they would make good in this entirely different life. Then all were allowed to take their civilian clothes to the Depot and express them home.

Few of the men knew at this time just what was the work of a Supply Train. Some thought it was a sort of Depot Regiment for the replacement of trained infantry soldiers; but speculation was rife on the subject and many opinions were hazarded as to just what a Supply Train in a combat division would do. It was probably two weeks before the purpose of the

organization was generally understood throughout the train. In that two weeks some progress had been made among them as infantry soldiers. They were no longer rookies, and beneath the somewhat crude outward appearance of the blue denim clothing, could be discovered a development of a more soldierly bearing, a trimmer and more military appearance all of which reflected a growing realization of the purpose for which their country had selected them.

With the addition of 200 men on the 4th of October and 200 more on the 6th, the train had become over-normal in size, but at once the work of developing the six companies into military units had begun.

On October 18th, Major Smith had been relieved as Commanding Officer of the Supply Train, Lieutenant-Colonel G. M. Grimes, just returned from the Philippines, taking his place. Then came a time of more intensified military training, the companies becoming organizations which stood on their own foundations. The civilian cooks had been replaced late in October by men from the companies who had had varying degrees of experience in that line, but who had quickly become more proficient through the instruction they received at the Cooks' and Bakers' Schools at Funston.

As the Companies were quartered—two companies to a barracks, A and B in Building 926, C and D in 928 and E and F in 537, the messes were operated together, the mess sergeant of one company assuming charge of the mess one month, the other company's mess sergeant the succeeding month. The ordeals of the vaccinations and injections came during these days of intensive infantry drill and sometimes were the excuse for a day's respite from them. In addition came in quick succession sieges of measles, mumps and spinal meningitis which meant quarantine from the outside world—but not quarantine from drill; the quarantine meant only an opportunity for more intensified drill.

During the first month and a half there had also been a systematic weeding out of the physically unfit and of the men whom the War Department considered were needed more at home than in the service. In addition there had been transfers to and from the Depot Brigade which brought the strength of the Train down to about 500 men, more nearly its authorized strength. This made possible more intensive training, and by the middle of November brought the organization to a point where it was ripe for the practical motor instruction which was to occupy the greater part of its remaining time in the States.

CHAPTER II.

TECHNICAL INSTRUCTION.

On November 17, 1917, Captain Walter C. Cole of Detroit, Michigan, was transferred from the Provisional Motor Truck Battalion located at Camp Funston to the Supply Train. It is one of the most important dates in the history of the train. He brought with him the organizing ability which had made him so valuable in a development of a greater Detroit when he was Secretary of the Commercial Club in that city; and also the coordinating and administrative ability which had enabled him to efficiently direct all the motor transportation of Camp Funston during the trying times of the completion of that great city of wooden barracks. A great motor corporation recently pointed out the successful administration of Motor Transportation at Camp Funston during its construction as an example of efficiency.

From practical experience in railroad work he had well laid in his mind the fundamental principles of transportation. On his acceptance of a captaincy in the Army he had been assigned to command Motor Truck Company 59, and in his work with this company and later in command of the Provisional Motor Truck Battalion which included four other companies, he had assiduously studied the rapidly developing subject of Military Motor Transportation. As commanding officer of the huge fleet of trucks which had operated in Funston, building its own roads over the soft, muddy fields, he had met and solved problems of transportation which later made seem much less difficult similar problems over the roads of France when the lives of thousands of men were at stake.

However, when Captain Cole reported to Lieutenant-Colonel Grimes on that November day he found a huge problem awaiting him—the development of 500 men, skilled in infantry drill, it is true, but with little, or no mechanical experience, into a smoothly operating Motor Supply Train, with truckmasters, mechanics, chauffeurs and the other necessary personnel of companies which would be able to take the field and operate efficiently and independently.

Lieutenant-Colonel Grimes realizing that it was only a question of time before he would be relieved from command of the Supply Train and assigned to command an Infantry Regiment turned this work of instruction and development completely over to Captain Cole and immediately appointed him as his adjutant.

Captain Cole at once arranged to secure the transfer of two men from Motor Truck Company 59, Harry M. Wait his first sergeant, and Frank L. Pinckney his chief mechanic, both well fitted to assist him in his task of both the practical and theoretical instruction of the train. Sergeant Wait had gained much valuable experience in charge of a civilian truck company in Mexico, while Sergeant Pinckney was a mechanical engineer, being a graduate of both Illinois and Wisconsin Universities.

The actual transfer of Sergeants Wait and Pinckney did not come from the War Department until December 18th, 1917, but early in December they had come over to the Train on detached service, and under the direction of Captain Cole had begun the classification of the entire train, by the simple medium of an oral examination of every man, in which each was rated as to the possibility of his development.

In the meantime there had come a great change in the personnel of the officers of the train. Lieutenant Milton E. Bernet, who had acted as Adjutant and Supply Officer in the Provisional Motor Truck Battalion with Captain Cole, was transferred to the train on December 11, 1917, being at once appointed Supply Officer to relieve Lieut. Gibbs. With the exception of Lieutenant-Colonel Grimes and Captain Cole, on December 6, 1917, all officers in the train had received orders relieving them from the train and directing them to report to the port of embarkation for Overseas Service. In place of these officers, on December 15, 1917, eight officers from the Second Training Camp at Fort Benjamin Harrison were attached to the train for duty. Captain Burton F. Dickey, was placed in command of Company "A"; Lieut. Thos. S. Mulheron, Company "B"; Lieut. Caleb W. Orr, Company "C"; Lieut. Wm. E. Silver, Company "D"; Lieut. Bernard S. Kavenaugh, Company "E"; and Lieut. Robert C. Ledford, Company "F." Lieut. George E. McKinney was made Athletic Officer and Assistant Supply Officer and Lieut. Erle M. McGuffey, Allotment and Insurance Officer.

By December 18th, 1917, when Sergeants Wait and Pinckney were actually transferred to the train the plans for instruction formulated by Captain Cole had begun to assume a definite shape. The hasty examination of the train had revealed about 25 men of sufficient mechanical experience to assist in the instruction of the others. Some few of the others had the ordinary mechanical knowledge which the average driver of a touring car has. But with the exception of the touring car assigned to Lieut.-Colonel Grimes there was not a piece of motor transportation in the Train. To remedy this defect—Captain Cole borrowed three White Company trucks from Motor Truck Company 59 (trucks which had already seen thousands of miles of service on the Mexican Border), and used these for practical instruction.

Ten days later all of 59 Company's trucks were operated by Supply Train personnel, and the number of well-instructed chauffeurs and mechanics in the train was increasing by leaps and bounds.

The system adopted at first was to have classes of about 30 men at a time, each class receiving two weeks' instruction. The practical work, the actual driving, minor repairs, running in convoy and kindred subjects were explained by the actual

work done in the day time; and the theoretical instruction was given at night and interestingly supplemented with blackboard talks by Sergeant Pinckney. Captain Cole had procured a condemned motor for the evening instruction, and from this Sergeants Wait and Pinckney had made a skeleton motor to demonstrate its operation. Other subjects which were given careful study at night and which were practically demonstrated to the members of the class in the day time were the functions of the transmission and differential, the importance of lubrication, and incidentally were taken up the duties of every man in the company, from truckmaster to company clerk and chauffeur.

After completion of the school by each class, a 40 question examination on the practical work which had been gone over was held, and each man was given a grade.

While in class the men were kept on 59 Company's trucks, and after graduation they were sent on Special Duty to operate the trucks of Motor Truck Company 347 which had recently been organized and was short of drivers. In this company each man got a variety of valuable experience; for its transportation was composed of Studebakers, Fords, Whites and Garfords.

The grade made by each man on his examination was one of the factors taken into consideration when the non-commissioned officers were given their warrants in March, 1918.

During this time six men had also been driving touring cars for Division Headquarters and others were driving motorcycles. The assignment of men to trucks, touring cars and motorcycles was so arranged that each man became acquainted with each variety of transportation used in a Supply Train.

The general rule adopted in the assignment of men to these different sorts of transportation was on the basis of developing as rapidly as possible an efficient Supply Train, not for the temporary service that might be rendered. Incidently the service rendered was also excellent, and before the winter had passed a large percentage of the transportation in Funston was being operated by the 314th Motor Supply Train and much of the functioning of the great camp was dependent on it.

CHAPTER III.

THE FINAL DAYS OF TRAINING AT FUNSTON.

It was early in January, 1918, that an incident occurred which demonstrated to the entire train that their country expected of them absolute obedience to authority. At the time it seemed to be an unfortunate incident but its immediate beneficial effect on the train more than balanced any temporary unpleasantness.

The struggle to obtain equipment for the men had been a hard one. Many in midwinter were still wearing blue denim overalls; some few had not even overcoats; and in some cases when a man had worn out a pair of shoes it had been impossible to replace them immediately, and there had resulted some degrees of suffering. This was especially true of those receiving truck instruction. During the first few weeks of the severest weather of that severe winter, there was no complaint from the men on trucks who seemed eager to obtain every chance to improve their knowledge of motor transportation.

On probably the bitterest morning of the winter a portion of Company "E" was scheduled to go on trucks. During the night the dampened clothes and wet shoes of some of the drivers had frozen and the whistling of the wind outside when they awoke in the morning did not seem inviting to those who were due to report at Truck Company Headquarters at 7:00 A. M.

Unfortunately at this juncture the acting First Sergeant of Company "E" went around among the drivers after reveille asking them if they wished to go on trucks that morning. As it was placed before them as a matter of choice all answered in the negative and the report was sent to Train Headquarters that Company "E" had refused to go on trucks.

Lieutenant-Colonel Grimes immediately ordered the entire company under arrest in quarters and appointed Captain Cole, Captain Dickey and Lieutenant Mulheron as a board to investigate the facts of the case and make recommendations. The facts were quickly ascertained and the recommendations that "E" Company's Acting First Sergeant be reduced and the company released from arrest were carried out. Since that time not once has a man in the train ever objected to a detail no matter how difficult, although in France men were repeatedly called upon to drive their trucks for days and nights at a time without rest until finally, given a moment's rest, they actually fell asleep at the wheel, mindless of the hell that was raging around them.

By February 1, 1918, there were probably 150 efficient chauffeurs in the train and a corresponding quota of mechanics.

It was on this date that the first practice drive in convoy was held. Captain Cole had borrowed 25 trucks from the Motor Truck Battalion and six men were put on each truck. The drive was to Ft. Riley and Smokey Flats and each man was given a chance to drive up and down hill and across dangerous bridges and to observe proper road discipline, a feature for which the train has been noted since its arrival in France. The men came home from this trip with something of an idea of the finesse of motor transportation in groups, whereas before they had looked upon it merely from the standpoint of the working capacity of the individual truck.

A Medical Detachment of eleven men in command of Captain C. M. Fuson had been attached to the train in January, and from that time on the train operated as an independent unit, under the Commanding General of the 89th Division.

The work of the train had been slightly handicapped in the middle of January by the transfer from it of a number of skilled mechanics whom it had been planned to install in the company organizations as Company Mechanics. The War Department considered more urgent the immediate needs of the Aero Squadrons at Kelly Field, Texas, for skilled mechanics, and although this was a serious setback to the progress of the train, the work of instruction and development was pursued with more vigor than before. This effort was so successful that within a few weeks more a repair shop organized for the repair of motor transportation of the Fuller Construction Company (which had built Camp Funston) had as its mainstay ten mechanics from the Supply Train.

During all this time there had been a vague rumor always hovering over and spurring on the work of the men, that a detachment from the Supply Train was to be sent to Detroit to convoy ten of the new Liberty trucks overland to Funston for the instruction of the train. For this purpose Company "A" had been especially prepared and equipped, and on at least two occasions had drawn rations and extra equipment with a view to starting on the detail at once, the order being expected at any time. The order did not come for over a month and a half. In the meantime the instruction of the entire train had been completed, and each company had been so thoroughly developed that each was capable of handling efficiently a train of trucks.

The latter part of March an order came from Division Headquarters directing that the names of 120 men be submitted for replacements for the 35th Division at Fort Sill, Okla., which was scheduled for immediate service overseas. That meant inevitably that sooner or later, untrained men would be received by the organization who would have to be carefully instructed to replace this large group of men whose training had already been completed.

The same day these men were transferred a telegram came from the War Deparment ordering a detachment of two officers and 22 men to report at once at Moline, Illinois, to the Velie Motor Company plant to convoy Liberty trucks to Funston. The order which had been awaited so long, came at a time when it was really unexpected but the next day Captain Cole, Lieut. E. M. McGuffey and a detail of skilled men from each company were on their way to Moline with complete equipment necessary for the return journey.

As for the much larger percentage of the train which remained at Funston, they pursued the practical work of driving trucks, the theoretical instruction having ceased with the departure of Captain Cole. In addition the train continued to furnish its camp detail for the military police guard, on which duty all the men continually refreshed their knowledge of infantry drill and incidentally acquired a valuable insight into the intricacies of Interior Guard Duty. In addition to this, every man in the train had, in the meantime completed the prescribed firing course on the rifle range, an average of all men firing in the train, showing that it ranked high among the organizations in the Division. Those hikes to the rifle range will always be a vivid memory to those in the Supply Train who joined it at Funston.

With the departure of Captain Cole, Lieutenant Bernet had been appointed Acting Adjutant and had been replaced as Supply Officer by Lieutenant McKinney.

On April 23, 1918, Lieutenant-Colonel Grimes, who during his six months in command of the train had seen it develop into a unified and efficient military organization, was relieved from duty with the Supply Train and assigned to the 164th Depot Brigade. He took with him the veneration and esteem of everyone in the organization; for every officer and man realized that he was a better soldier for having served under Lieutenant-Colonel Grimes.

With the departure of Lieutenant-Colonel Grimes, Captain Frank C. Wilkins, Commanding Officer of Company "D" had assumed command of the train by virtue of seniority, in the absence of Captain Cole. A short time previous to this he had been transferred to the Supply Train from the 355th Infantry Regiment, bringing with him high qualities of leadership, and the very valuable experience of many years of military service.

In the next few weeks came the much dreaded field inspection of all organizations of the Division by Major-General Leonard Wood himself, but the Supply Train came through this so successfully from the standpoint of drill and discipline that General Wood is reported to have turned to his Chief of Staff when the Supply Train passed in column of squads and asked what well trained Infantry Battalion was approaching. The men all went to their bunks tired but happy in the realization that their hard work had vindicated itself that day.

On the arrival of the detachment from the Supply Train at Moline, Ill., Captain Cole had at once reported at the plant of the Velie Company. As no trucks were ready at once for the return trip, and there was a scarcity of spare-parts, Captain Cole put his entire detachment in the shops of the Velie Company for the purpose of assisting in the assembly of trucks. He realized that in this work they would be able to obtain intimate knowledge of the operation of the new Liberty truck. At that time it was generally understood that the Liberty truck would be used exclusively in the American Expeditionary Forces and Captain Cole was very anxious to build up a strong nucleus for the instruction of the entire train in its operation on his return.

The course of instruction for the Liberty truck developed by Captain Cole in Moline was just as systematic as had been the school which had run for three and one-half months in Camp

Funston. The course included a thorough study of the entire plant of the Velie Company, but the principal stress was placed on the assembly of the trucks. So successful was the detachment in this work that on May 4, 1918, it had completely assembled the first Liberty truck to come from the Velie plant which tests showed would not have to be sent back into the shop for readjustments.

On that same day the detachment started back for Funston with a convoy of ten Liberty trucks, each man absolutely familiar with its operation, and entirely cognizant of its possibilities and shortcomings. On the return trip the detachment gained a great amount of valuable experience in road work and convoying which later meant much in the instruction of the companies, each company being represented in the detachment.

It was on the 15th of May, 1918, that the convoy of ten trucks rolled into Funston bearing the detachment of men, much more valuable to the train because of this short period of intensified training. They came back to an organization feverishly preparing itself for departure; for the 89th Division had been ordered overseas.

Captain Cole immediately assumed command of the train and under his direction the final work of completing and marking equipment and preparing it for shipment was done. During this time of intense preparation when every man was kept at the highest pitch of excitement, time was found to give every man in the train a hurried but complete course of instruction in the new motor and Liberty truck.

During these two weeks the personnel of officers of the train was also completed by careful selection from the Infantry Regiments and Depot Brigade. Lieut. Wm. Pierson had been assigned to Company "A" as junior officer with Captain Dickey; Captain Walter S. Fulkerson had been assigned to command Company "B" with Lieut. Thos. Mulheron as his junior officer. Capt. Orr, promoted from a lieutenancy, retained the command of Company "C," with Lieut. McGuffey, just fresh from the trip to Moline, as his junior officer. Lieut. John W. Upp, Jr. had been assigned to Company "D" as junior officer to Captain Frank C. Wilkins. Capt. Ralph McGee had been placed in command of Company "E" with Lieutenant G. W. Bottorff who had superseded Lieut. Kavanaugh a month before as his junior officer. Capt. H. V. Pusch was assigned to the command of Company "F," with Lieut. Ledford as his junior officer.

The work of completion of equipment, instruction of the men, checking up of records was continued until the last possible moment. In fact the baggage of the train was hauled to the depot on the Liberty trucks just before they were turned over to the Camp Quartermaster by the Supply Officer.

It was the morning of June 4, 1918, that the train lined up in column of squads on the same road which had seen its birth just eight months before; and then marched quietly but with an appearance of determination on every face to the Union Pacific Depot bound for Camp Mills and France.

CHAPTER IV.

CAMP MILLS, L. I., N. Y.

The trip from Funston to Camp Mills was uneventful. It was an affair of tourist sleepers, and straight rations—through Kansas City, St. Louis, Huntington, Indiana and on to Jersey City; by ferry across to Long Island City and on up Long Island to Mills.

To the majority of men in the Supply Train the most vivid memories of that trip are the shouting and waving crowds at the stations through which the train passed, the snorting and loud whistling of locomotives, and the delightful times twice a day when the train was stopped so that the men might exercise and get a rest from the wearisome train ride. The Red Cross entertainment committees were usually waiting with cocoa and cakes or ice cream as the train pulled into the station; and many a romance of the heart had its beginning in ten or fifteen minute conversations which took place while the train was in the station at one of the towns along the road.

The trip from Jersey City to Long Island was the first opportunity for many in the train to see that wondrous New York skyline, and the sides of the ferry were crowded with them, many believing that this might be their last sight of New York before their return from the Great War.

The Supply Train arrived in Camp Mills about 6:00 P. M. June 7, 1918, about 320 men strong, and each company averaging about 50 men. The train was marched through the camp to a section of tents assigned to it and with the dawn of the next morning began a strenuous period of completing equipment, a certain amount of drill, but above all a series of inspections. There were inspections of equipment and arms, of officers and men, and then finally a thorough inspection of records.

In those 20 days, while the train was awaiting transportation overseas, most of the men who wished to see New York had an opportunity to go there on a pass overnight, although inspections held every one in camp in the day-time. In the middle of the month the train received a replacement of 120 men sent from a Depot Brigade at Camp Upton. The majority of the men were untrained in motor mechanics and but slightly trained in infantry drill, although with but few exceptions they showed a willingness to do whatever was assigned them, and also an eagerness to benefit by whatever instruction it was possible to give them.

We had learned with regret on first arriving at Camp Mills of the relief of Major General Wood from the command of the

Division at the Port of Embarkation. Brigadier General Winn, on the relief of General Wood had assumed command of the Division.

Having completed the equipment of the train as far as it was available (minus motor transportation) and the records of the train having passed the rigid inspection given them there, orders were finally received ordering the train to report at Pier 65 on June 27, 1918, prepared to board Transport No. 515.

Major Lee A. McCalla, of the 342nd Field Artillery, was attached to the train the day before its departure to command the transport overseas. An advance party consisting of Lieut. Bernet, whom he had appointed Ship's Adjutant, and Sergeant Waterman and Corp. Linstrom of Headquarters Det. left Camp Mills the night of June 25, 1918, spent the evening in New York and went over to Hoboken, New Jersey, to be taken by lighter to Transport No. 515 along with the advance parties of all the organizations which were to sail in the same convoy.

The remainder of the train left Camp Mills at 8:30 A. M., June 27, 1918, went by train to Pier 65 and were expeditiously checked on to the ship at 11:00 A. M. Transport No. 515 proved to be none other than the fine Belgian passenger liner "Lapland" camouflaged to withstand the dangers of submarine warfare; for at this time the German undersea fleets were vigorously waging a last desperate warfare to halt the steady stream of American soldiers flowing to Europe, by attempting to sink the transports that bore them.

CHAPTER V.

ON THE "LAPLAND."

Probably no one who was aboard the "Lapland" as it steamed away from New York harbor that early morning of June 28th, 1918, will ever forget the wonderful sight he saw, the huge painted ships going out to sea, quietly although lined with thousands of soldiers some of whom were seeing their native land for the last time that morning. The War Department had but a few weeks before rescinded the regulation which previously had required all soldiers to remain below decks as the convoys left New York harbor.

They were determined earnest soldiers as they stood there, realizing the solemnity of that moment. The wonderful skyline of New York and the Statue of Liberty fading in the distance symbolized for them the greatness of the country which now had considered them sufficiently trained and ready to represent it in the greatest war of History, the struggle for civilization itself.

Regulations forbade the soldiers cheering, but the huge liners lying in the harbor could not be denied. As the great camouflaged ships left their moorings and plowed proudly out they began a din of whistling which did not end until the ships had passed over the horizon.

And in addition a huge dirigible had accompanied the ships as they went to sea, watchful for the enemy's undersea boats. To many that first day even was symbolical of what they were going to fight—the ships and dirigibles of the United States leaving for the crusade and fearful only of the enemy's hidden weapons, her lurking U-boats.

As if by magic, when the "Lapland" had gotten well out of the harbor the convoy began to form, and then for the first time the immensity of the convoy was realized. The "Lapland" took its position in the left forward corner of the convoy. On her right was the palatial "Justitia" bearing 164th Artillery Brigade Headquarters. This same Justitia was torpedoed and sunk on her return trip to the United States. In the same convoy were the "Metagama" and the "Osterley", and ten other passenger ships in addition to the naval convoy. The U. S. S. "Huntington" was the ship from which all orders for the convoy were received. When not covering the entire area in front of the convoy on the lookout for submarines the "Huntington" kept her place out at the right front of the convoy. She was replaced when two days out at sea by the "Virginian."

As the novelty of this beautiful view of the ships lined up in column of fours wore off, the process of orientation commenced for everyone. On the ship were approximately 2200 men and

women connected with the military forces of the United States. There were besides the personnel of the Supply Train, six companies of casuals with approximately 250 men in each, a unit of female telephone operators with 60 in the unit, a Base Hospital with 35 officers and 125 men, and in addition 50 casual officers, who were for the most part Railroad Engineers.

Major McCalla, in addition to his appointment of Lieutenant Bernet as Ship Adjutant from the Supply Train, appointed Lieut. John W. Upp, Jr., Asst. Adjutant and Capt. H. V. Pusch, Company "F", to command the casuals on the ship. The men had been assigned to their bunks in the various sections of the boat by companies, although many were later allowed to sleep up on the deck when the "Lapland" was passing through the danger zone. Now came the more complex work of the assignment of every officer and man to a life boat or raft. This was done by Lieut. Upp.

Shortly after the departure from the harbor the order was posted that everyone in the military service should wear his life belt from that time until the arrival at the Port of Debarkation, except when at meals or asleep. Even at those times the life belt was required to be near at hand, and for the first few days it was a strange-looking and uncomfortable encumbrance.

It was at once evident that the proper military handling of so huge a ship in time of war meant the assignment of many details. There were 31 guard posts which made necessary a large guard relief. Then the enforcement of the numerous police regulations which had been devised for the safety of the ship, made necessary the appointment of a permanent military police. Capt. B. F. Dickey, was made Military Police Officer, with Lieut. E. M. McGuffey as his assistant and 30 men were detached from duty with Company "A" and formed into a temporary military police company.

The principal duties of the military police were to see that no trash or refuse was thrown overboard which might assist the lurking submarines in their hunt for the convoy, to see that lights were all extinguished above decks at a specified hour each evening, and to enforce any other order which the Commanding Officer might consider necessary for the safety of the ship.

A submarine guard was detailed in addition to the regular guard and these men sat at all hours of day or night with telescope in hand, watching out for the moving ripple of the periscope. In addition to this watch, there was a watch from the crow's nest which was taken care of entirely by the ship's crew.

The first boat drill was held the morning after the day of departure from New York, and twice a day thereafter at 10:00 A. M. and 3:00 P. M. The sounding of assembly by the buglers was followed by boat muster, this becoming daily more orderly and military.

The second day out found many of the men ill, because they were unaccustomed to the sea and somewhat crowded in their quarters, but there was little complaint. All details were cheerfully accepted and some men almost too weak from seasickness to leave their bunks in their anxiety to comply with orders struggled to boat-drill twice a day to make it complete.

The daily inspection of the ship at 10:00 A. M. began also the second day, and on this, in addition to Major McCalla, and Capt. Morehouse, an English Officer of the Merchant Marine in command of the ship, were Captain Cole, commanding the Supply Train, Captain Pusch, and a representative of the Commanding Officer of the Base Hospital. A number of Y. M. C. A. and Red Cross men and women completed the military forces on the ship, but in addition on the passenger list were a number of civilians from all nations—among whom were Lady Muriel Paget of London, just returning from Red Cross work in Russia, a group of Japanese statesmen, and a number of English officers and their wives.

July 4th was a day of much pleasure for every one aboard the ship. At reveille all aboard were called to boat muster—then as the sun rose the American flag was hoisted at the prow while the buglers blew "To the Colors", and every man aboard the ship stood paying his homage to the flag. At eleven o'clock a salute of 21 guns in honor of the national holiday was given by the naval convoy.

In both the morning and afternoon athletic sports were held and speeches were made, one of the speeches being by President Schuerman of Cornell University, just coming to Europe for six months' work with the Y. M. C. A. In the afternoon fruits and candies were distributed, especial attention being paid those who had been so weakened by the trip that they were unable to participate in the sports.

In the evening at retreat, as the sun went below the horizon, the flag was lowered with the troops again in formation of boat muster.

So northerly a route was taken that the last part of the trip found the nights almost as bright as day—but at the same time the more dangerous points were being approached. One by one the naval convoy was augumented by destroyers which plied back and forth and around the convoy valiantly. Finally the convoy was making its way between the coasts of Ireland and Scotland, around the Irish coast which had been the scene of disaster to so many good ships.

During these last few days before the actual arrival at Liverpool the convoy had been constantly in danger of submarines. In fact at one time the Huntington had hoisted the submarine danger signal on discovering that two submarines were lying off to the right in front of the convoy. However, when the destroyers gave chase the submarines hastily disappeared, the Huntington firing one depth bomb at the retreating foe.

During this dangerous period all the ships pursued a staggard course, veering off from port to lee, and vice versa; all the landlubbers aboard wondering how it was possible on those nights for all the ships to keep their route so accurately that the next morning found them in the same relative position.

At any rate shortly before midnight July 9th, all lights on the "Lapland" were suddenly flashed on, revealing the fact that the ship was now in safety and that Liverpool had been reached.

Although the passage had been ideal, but little rain and no storm, there was probably no one on the boat who regretted its conclusion. Because of the urgent necessity, which existed at that time of rushing man-power to France, the "Lapland" just as

with all other ships in the convoy, was too crowded to allow any systematic drill or instruction to be introduced. Those days of looking out over the broad expanse of the sea were long ones, and in addition, the men were neither accustomed to the English ration nor again to the English ship's cooks.

However, the health on the boat had been exceptional. An aged civilian had died while the boat was in mid-ocean and been buried with the usual ceremonies in the sea. A few cases of measles and mumps had worried the boat's physicians as to the danger of quarantine, but the number of cases involved was too few to make this necessary. The only death among our troops on board occurred while the boat was lying in Liverpool harbor on the night of July 9th, when a man from one of the Companies of Casuals died.

The early morning of July 10th, found countless details at work preparing the baggage and freight to be quickly unloaded, once the tide permitted the ship to come into dock. Travel rations had been issued the day before to care for the men on the trip from the Port of Debarkation to the first Rest Camp.

Paper work of which there had been a great deal on the boat in preparation for the entry into the American Expeditionary Forces, had been brought up to completion, and about 10:30 A. M. the "Lapland" slowly moved towards the dock being one of the first in the convoy to make a landing.

Who will ever forget the sight that greeted the "Lapland" as it slowly moved in to the dock? It was a Liverpool whose ancient buildings were literally alive with American flags, and whose shores were crowded with English people eager to show their spirit of fraternity. The average American is accustomed to think of the English people as stolid, indifferent, incapable of showing any emotion; but such was not the crowd of Englishmen which greeted the "Lapland" at Liverpool. It was a cheering spirited crowd that edged as close to the spot where the Americans would debark as possible.

As the "Lapland" came closer to the dock and the American transport and personnel officers were waiting for a chance to spring aboard, the British military band struck up the Star Spangled Banner; and the occasion, and the spirit with which they rendered it made it take on a new and deeper significance to every man who snapped to attention and salute as he heard it.

An Englishwoman on the "Lapland," the wife of a Lieutenant-Colonel thrice wounded in the war, scanned the long rows of America's offering to the peace of the world, then looking toward one group near her through moist eyes, she said, "The smiling lash that hides a tear."

For at that moment the fiercest part of the storm was approaching—within four days the Kaiser launched his last offensive, the offensive on which he banked everything, which was stopped by the Americans at Chateau Thierry.

Thus the 314th Supply Train became an integral part of the American Expeditionary Forces before its trial by steel, and just before the beginning of the great battle which proved to be the turning point in the war; for it was four days later, France's "Bastile Day," that the attack was launched against Chateau Thierry whose objective was the heart of France, Paris.

PART II.

IN THE FIRST AMERICAN ARMY.

CHAPTER VI.

THE BATTLE OF REST CAMPS.

It was a dock crowded with thousands of American soldiers awaiting transportation to camps in all parts of England, on which the "Lapland" was unloaded. The units which had been aboard the "Lapland" were immediately separated by the Railway Transport officer, some being given immediate transportation away from the port to the different rest camps.

The Supply Train was marched off the docks to a side street until its transportation to Winchester should be ready; for that was the point designated as a rest camp for the train. The men scattered themselves along the street as comfortably as possible, making a lunch off of what had been issued on the boat.

Intermittent rains made the day uncomfortable, but Red Cross canteens furnished an opportunity to buy some food and plenty of hot coffee. Incidentally each received a first introduction to the English money system and converted a few good American dollars into pounds, crowns and shillings, considering the possibility of an extended halt in an English rest camp. The departure from the ship had been accompanied by the loss of four Sergeants, First Class, from the train who up to that time had filled a certain place in its working machinery. Sergeant-Major W. E. O'Donnell, Harry M. Wait 1st Sergeant of Company "A," John W. Trenchard 1st Sergeant of Company "E" and Wm. C. White 1st Sergeant of the Medical Detachment were all left in a Contact Camp in Liverpool because of their exposure to Diphtheria the last few days aboard the "Lapland." Theirs was a long and weary road before they rejoined the Supply Train three months later at the front.

About 8:00 P. M. a train was boarded which carried passenger coaches of all descriptions, but fortunately a seat for every man. At 8:40 o'clock the Supply Train was once more on its way, this time on a trip almost across England.

The trip was over historic country—regions which had not been the actual scene of conflict for hundreds of years although they are all full of battlefields of the many conquests of the original races which inhabited that little Isle.

At Leicester at 2:00 A. M. came the only "coffee stop." The sleeping hundreds on the train were awakened, formed in single file and hurried through a canteen, where their cups were filled with steaming hot coffee. Then they returned to their compartments and the train was again on its way. In quick succes-

sion the famous towns of Sheffield, Nottingham, Rugby, Banbury, Oxford and Basingstone were passed through; and then at 8:00 A. M. the train came to a halt in wonderful old Winchester. But it was just such a downpour of rain as had attended most of the movements of the Supply Train that the organization found awaiting it in Winchester.

The weary march through the drenched streets of Winchester out to Camp Winnall Down commenced at once, and by noon the train was located in camp there and was having another experience with the English ration and the vagaries of the English climate.

That day in camp gave but little opportunity for the organizations' personnel to see any of the historic points in Winchester, among which were Winchester Abbey and one of the dwelling places of William the Conqueror. The outstanding feature of the stay there was the first real acquaintance it gave with rest camps for although Camp Winnall Down was technically known as a rest camp there was everything but rest to be found there. At 5:30 the next morning the train was once more formed and marched toward the railroad station where the short trip to Southampton was commenced at 8:10 A. M.

The Supply Train was set off on the docks at Southampton at 9:30 A. M. and assigned a certain portion of the space on the dock to rest until night when the trip across the English Channel might be made more safely. Once more all the organization baggage had to be handled, this time being loaded onto the "Londonderry" which the English Railway Transport Officers had specified as the ship which would carry the Supply Train across the channel.

With little to do but wait, the rest on the docks at Southampton until the ship was ready to board was a tiresome one. At eight o'clock the troops marched on, however, and found as their companions a group of British Tommies going back from leave to the trenches. There were also a number of British officers aboard and a very few Italian officers.

Peculiarly enough the Americans were in command of the boat and as a result all details fell to the Supply Train. These included a small submarine watch and a large guard which was posted immediately the vessel was boarded. The ship was small and the troops aboard were so crowded there was not really place for all to lie down. This coupled with a rain which commenced as the ship went out into the channel, and a very heavy sea made the night an uncomfortable one.

Just before coming out into the channel one of the English Marine officers aboard pointed out a large ship whose prow had been crushed in the week before by a submarine but a few miles from Southampton. This was an added incentive to the efforts of the submarine guard. That night reports were prepared by Supply Train Headquarters for all troops aboard the ship, so that for the first time the train was associated in an Allied command.

In the early morning the channel became calmer and then came the first sight of France, the port of Le Havre. It was a port teeming with industry, hundreds of ships lying at dock, some coming in and others sallying forth. The picture of Le Havre presented from the "Londonderry" was a quaint one, and the poilus here and there dotting the dock

with blue made it seem like the France each one had expected to see. The "Londonderry" docked at about 6:00 A. M. and the train came ashore at once, was formed and on its way on the long march to Camp No. 1, up the winding hills which skirt Le Havre. But little opportunity was given to see the town but as the men marched along the docks they had their first sight of German prisoners. There were hundreds of them in lines doing road work near the docks and others working about the dock. Their guards were grizzled old poilus who lazily watched them, gun on shoulder, poilus who had already done their best in the war and would never see the front again. The German prisoners for the most part seemed well contented with their fate, and not in the least anxious to test the patience of their guards.

For the first time on any of the many interims in the travel of the train to France, the sun began to shine brightly, as the companies marched briskly through the streets of Le Havre. The sight of the thousands of soldiers of all nations who before that time had marched through those streets to the all devouring front had so jaded the sensibilities of most of the citizens of Le Havre, that the march through the busiest districts caused but little comment, among them. Little gamins in quaint little blue caps and coats, who announced proudly in French that they were poilus waved gaily—countless women in black garments watched the ranks with sadness, and venerable white-haired old men who had probably seen France's humiliation at the hands of another Kaiser in 1870, saluted gravely.

Toward the limits of the city, when every man was somewhat tired—what with the heat of the day, the long walk, and limbs which had accustomed themselves to the rolling of the sea,—a halt was suddenly ordered.

A French civilian had stepped from in front of a vine-covered municipal building toward the moving column of troops, followed by a beautiful little French child who carried in her arms a large bouquet of flowers.

The Frenchman waited until the men had had a chance to unsling their packs and then gave a little speech of welcome in French. He said that as Mayor of the city he welcomed the American troops who were coming to save France, and when he had finished the little girl stepped forward and with a pretty little curtsey presented the bouquet of flowers. It was one of those little incidents which can hardly be described, but whose spirit is the spirit of France, and whose doing made every man feel that he was coming to stand side by side in battle with men of his own kind.

The men marched the rest of the way to camp with an invigorated step. The camp assigned to the train in common with the 314th Military Police, also of the 89th Division, was an old British tuberculosis camp, a sort of stockade enclosed with barbed wire in which several hundred tents each of which accommodated eight men had been put up over wooden platforms. The company cooks were then given their first opportunity since leaving Camp Mills to prepare mess, and it was a pleasant return to the proper order of company administration.

A bath house was at once discovered in the camp enclosure, and a schedule arranged so that every man would get a much needed bath before the train would continue its travels. The bath was not the normal hot water shower but probably even more effective. It was the hot air bath followed by the rinsing shower.

Movement in the camp was very limited, practically none being allowed to visit Le Havre; but on the morning of July 14th, on the request of the Commanding Officer of Camp No. 1, twenty non-commissioned officers of the train were sent in trucks down to the city to act as platoon and squad leaders of the American troops who were to march in the Bastile Day parade through the streets of Le Havre. This was to end with a wonderfully stirring ceremony and the presentation of decorations by the French military authorities to their soldiers just back on leave from the trenches for this occasion.

Just as our own "Star-Spangled Banner" had struck a deeper chord in our hearts than ever before as the "Lapland" had come into Liverpool Harbor, so did the Marseillaise inspire a more adequate conception of its real meaning in the hearts of all Americans who heard it played by the Poilu bands in Le Havre that day.

But that night every one retired to his hard bed on the tent floors troubled in mind for at 11:00 P. M. Captain Cole received orders for the movement of the train the next day, but it was not for a movement of the organization as a unit.

The order relieved Major L. A. McCalla from attachment to the train and ordered Headquarters Detachment, a portion of the Medical Detachment and Companies "A" and "B" to move to St. Nazaire; Companies "C" and "D" to Bordeaux, and Companies "E" and "F" and the remainder of the Medical Detachment to Marseilles. Although not one man in the train was told of the move that night there was a general feeling of uneasiness throughout—hasty goodbyes, and men telling each other sadly that the train was to be split, and each portion might be used for transport work at some base port instead of the organization getting to the front as a unit immediately as had been hoped.

Further on in the night this sleep became more troubled still for every man for the first time heard the ominous rumbling of enemy artillery in the distance, and then the low answering rumbling of the French artillery responding to the challenge. All that night the breeze carried on it the dull rumbling of the artillery duel along the entire front which was preceding the terrible fight at Chateau Thierry in which for the first time the American doughboys were to come into their own in a big way.

At 7:00 A. M. the next day not realizing that one of the most important battles in the world's history was raging but a few hundred miles away, Headquarters Detachment, a portion of the Medical Detachment and Companies "A," "B," "C" and "D." marched to the railway station at Le Havre all leaving on the same train at 11:15 A. M.

The departure was by a different sort of transportation from any that the men had ever known before but which has since become familiar to hundreds of thousands of American soldiers as "40 Hommes 8 Chevaux" (40 men or 8 horses) travel, because

of the sign painted on the outside of each box car. About 32 men were loaded in each car, each being about half the size of the average freight car known in the States, and with them were loaded all their boxes of reserve rations.

The wearisome train ride with the customary illogical delays, side-tracking and switching which we have all come to associate with continental transportation began. Although the route from Le Havre to St. Nazaire was a comparatively new one for members of the American Expeditionary Forces yet the children along the way had already become familiar with the generosity of the American soldier, and in little groups cried "Souvenir" and "biscuits" as the train rolled along, scrambling for what was thrown to them.

The first town of any importance to be passed was Rouen which was then quite extensively used as a Base Hospital center for the A. E. F. After this the route was almost directly south through Bernay, Alencon and on down to LeMans which was reached the next day. Here the cars containing the personnel and equipment of Companies "C" and "D" were switched from the train and sent on direct to Bordeaux.

In the meantime Companies "E" and "F" had departed the night before on the long trip to Marseilles.

Train travel in France is almost identical everywhere and especially is this true when the travel is by the 40 Hommes—8 Chevaux routing. That sort of travel has been immortalized by countless aspiring poets of our Expeditionary Forces who have learned by necessity to sleep on the hard floors of a box car with too little room to completely stretch out, and with each others shoulders as pillows.

On this trip the hardest problem for all was how to procure water for drinking and for washing mess-kits. It always seemed true that exactly the time when the canteens were dry, the water hydrants at the stations along the way would be labelled "Eau non potable." It was also just as true that just as, with the aid of a few French words some one had discovered a hydrant with good drinking water, the French railway officials would decide it was just about time to depart and the train would go tooting on its way with a string of khaki-clad figures hastening after it and clambering into the box cars which for those few days meant home.

The service of the Red Cross in offering coffee, chocolate and cakes in their canteens which appeared at rare intervals along the way meant that that organization would never be criticized by the many who partook of its good offices at that time.

As for the experience of the Companies enroute, Company "E" and "F" probably saw the most interesting sight when, passing around Paris they were in time to see the finish of a Boche air-raid on France's capital. The rest of the journey to southern France was a quiet one for them until they were located in camp outside Marseilles and attempting to get some practical experience in motor transportation.

Exactly the same thing was happening in Bordeaux and St. Nazaire. On arrival in camp at St. Nazaire, Captain Cole had at once gone to Motor Transport Headquarters and placed as many of the train personnel in the motor park there as possible. Captain Wilkins at Bordeaux had similarly attempted

to place Companies "C" and "D" in the motor park there, but without success. The large number of the permanent personnel within these parks made it impossible to get any work for the Supply Train personnel which would repay the time spent in them.

In all three camps it was a time of uncertainty for the men, —fear that each detachment might be permanently assigned for transport work at the camp in which it was temporarily resting, and the resultant fear that the organization would never see the front—but above all the fear that the three detachments might never be reunited to make up a unified 314th Motor Supply Train, as a part of the 89th Division.

In those days in camp also came the first experiences with French money, for immediately on arrival in camp each detachment had made up pay-rolls, and the payment of the Companies had been in francs. This was before the time that the term "beaucoup francs" had any real significance to the men. Every man felt himself to be somewhat of a millionaire that first payday, his pay in dollars being multiplied by 5.7 to determine his pay in francs. The strange looking French money was at once dubbed "soap-wrappers," but its convenience and efficacy as a means of exchange was soon demonstrated. The trips to the city were rare opportunities.

In this time also the company clerks received their initiation into the complicated but efficient personnel record system which has enabled the A. E. F. to keep such a careful check on all its men. .

On July 21st on orders received from Motor Transport Headquarters at St. Nazaire, Lieut. Pierson and a detail of 30 men from the detachment there started out convoying 22 G. M. C. ambulances to the Zone of the Advance, with orders to report at Dijon for further instructions. That term "Zone of the Advance" had a magnetic sound to it then. As the detail clambered into trucks to be taken down to the park to pick up their convoy, every one looked after them enviously for it seemed they were among the chosen few who were starting off to the promised land, the land of adventure.

At the same time Lieut. Ledford was starting from Marseilles with a detail of men from Companies "E" and "F" convoying Cadillac touring cars to Chaumont. Their trip through a portion of the Alps was probably as picturesque as any that any detachment of the train had ever taken.

Still there seemed to be no hope for those left behind. They did their infantry drill as faithfully as possible and got what practical experience in motor transportation they could; but everyone was impatient for the move which must bring them closer to the front.

It was on the night of July 23rd, that each detachment commander received a copy of an order from General Headquarters directing him to report not later than July 28 to the Commanding General, 89th Division at Rimaucourt, Haute Marne. The order received by each detachment commander was a separate one which referred in no way to the movement of the entire train; but each was hopeful and really believed that it was to mean a reuniting of the Supply Train, and a forecast of service as a unit of the 89th Division.

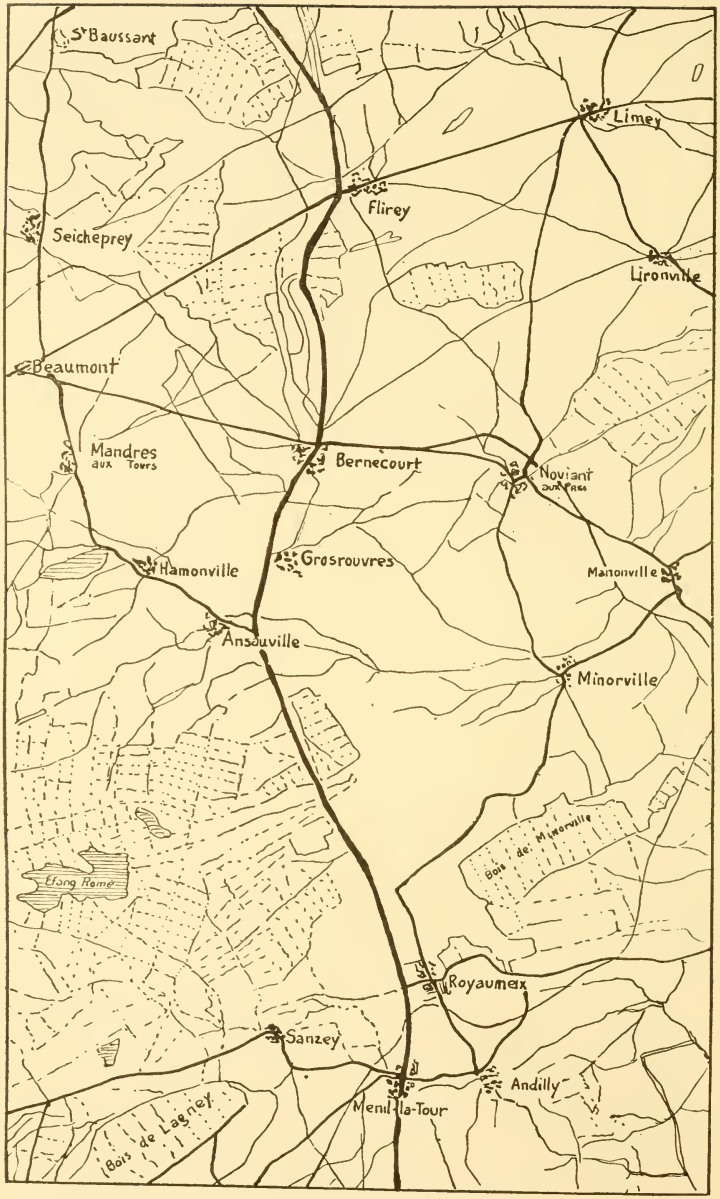
As for the men the mere fact that a move was to take place and that that move was toward that ever—changing eastward line, was enough to make every man willing and anxious to bear whatever were the hardships of railway travel incident to it.

The travel across France was really full of hardships, although second and third class passenger coaches were provided for almost all the men. The trip to Rimaucourt was over a part of the country untouched by the ravages of war, and the only evidence that could be seen which indicated that a war was raging, were the train-loads of salvage, ammunition, and artillery pieces, the flat-cars loaded with wrecked and burned aeroplanes, and here and there in the towns along the way a poilu on permission who showed by the lines in his face, his years under fire at the front. Now and then also a hospital train of wounded being rushed from the front to some base, passed.

Each detachment spent several days enroute at Is-Sur-Tille, the regulating station for that portion of the front, and then went on the short ride to Rimaucourt.

Headquarters and Medical Detachments, and Companies "A" and "B" reached Rimaucourt almost exactly at noon of July 29th and found Lieut. Pierson and Lieut. Ledford with their detachments waiting for the arrival of the rest of the train.

The other two detachments arrived on August 2nd, and the train was once more united and a unit of the 89th Division now scattered in the small towns throughout this area with Division Headquarters at Reynel, France.



Sector Below Flirey.

CHAPTER VII.

INTO THE LINE.

Each of the various French towns in the Advanced Section of the S. O. S. through which we passed as we came up to Rimaucourt, had successively thrilled us more and more. Each night we expected to come within sound of the big guns.

Is-Sur-Tille with its men wearing their helmets and gas-masks had seemed like a frontier city because of the general air of uneasy restlessness which pervaded it. The sight of women and children along the way had seemed to become rarer and rarer. More and more we were beginning to feel that we were approaching the outposts of civilization.

But in Rimaucourt, 40 miles from the front, everything was peaceful, as if no war existed. It is true there were no able-bodied Frenchmen to be seen anywhere, but the women and old men had cheerfully taken their places, and the town seemed to be functioning normally. The public washing place was crowded with French women scrubbing clothes, among which in goodly quantities were the O. D. clothing of the Americans. The children played over the streets in a care-free manner, seeming not to fear that the line of Olive Drab which stood between the Hun and them would ever break.

It was in Rimaucourt that the train had its first experience with the billeting system which is brought up to such a high state of development in France. The men were billeted in hay-lofts and empty rooms, a large percentage of them rolling up in their blankets on piles of straw, and wondering what new variety of parasite would have attacked them by morning. The French people had at once shown their eagerness to be agreeable by doing whatever was possible for the comfort of the soldiers, but the little town was so overtaxed for billeting space that there was but little comfort to be found even in the most desirable billets. Some men in fact asked permission to pitch their shelter tents instead of making use of the hospitality of the natives.

The first day was spent in a thorough police of personnel and equipment, and the men refreshed themselves by bathing in the picturesque little stream which ran around the edge of the village.

Supply Train Headquarters were established in an old chateau which it was said had at one time been a part of one of the summer places of Napoleon I. It was a quaint place at the edge of a beautiful park.

Across a large courtyard were the Headquarters of the 314th Military Police under command of Major Smallwood, who still had with him, a number of officers who had been associated with officers and personnel of the train in the operation of the Military Police Guard at Funston. They were Captains Coyne, Towle and Montgomery, and Lieutenants Hachman, Patton, Haigh, Runyan and McClanahan.

Immediately began again the completion of all equipment of the train, in addition, the new articles of equipment, gas masks and helmets being issued to all. At the same time all officers' trunk lockers and men's barrack bags were collected and sent back to Gievres, France, to a store-house there so that no excess baggage would be carried into the line.

The second day after the arrival in Rimaucourt, Captain Cole who had assumed the duties of Motor Transport Officer for the Division in addition to his duties as Commanding Officer of the Supply Train, was issued 150 trucks for the Supply Train. In this group of trucks there were some of almost all makes—Springfields, Velies, Garfords, Nash-Quads, F. W. D's, Federals, G. M. C's and Fords; and of all these trucks not one had seen less than six months service at the front and some had seen as much as four years' service.

It is interesting to note in this connection that during the ensuing months of gruelling service before the Armistice concluded the war, not one truck assigned to the Supply Train was salvaged except in the case of those trucks on which enemy artillery made direct hits, and even these which had been practically destroyed by high explosives were found valuable for the spare parts which were used in the repair of other trucks. A large percentage of the trucks, it is true, by that time were shrapnel spattered from radiator to tailgate, but almost all were still serviceable and in use.

Now came six days of tremendous labor for the Supply Train with an achievement which on the initial entrance of the 89th Division into the line served to distinguish it from all other divisions of the American Expeditionary Forces. Up until the time the 89th Division started into the line on August 3rd, every American Division had been moved into the line from the rear areas for the most part by French transportation.

Probably it was efficiency which the Division had shown in the training area about Rimaucourt which prompted General Headquarters to give the Division the opportunity to execute its own movement into the line, or possibly the psychological moment for the test had come. At any rate, in those first two days of August was delegated to Captain Cole the task of coordinating and systematizing the movement of the Division into the trenches by truck.

The first instructions were received by Captain Cole at a conference of the Division Staff at Reynel, France. At that time Colonel Charles Kilbourne (now Brigadier General Kilbourne) was Chief of Staff, and the three G's, G-1, G-2 and G-3, were functioning in similar fashion to the British system. Colonel Charles B. Clark was then G-1 and Colonel Warren Whitside was Acting Commander of Divisional Trains.

The preliminary arrangements for the movement had been drawn up by Major James Franklin, Division Signal Officer, but on the day of the actual commencement of the movement, August

3, 1918, the entire operation was placed in the hands of Captain Cole.

The movement of 30,000 men with all their equipment a distance of about 50 miles would probably not seem to the average civilian who had never attempted to accomplish it a big problem; but when that movement depended on transportation of all varieties and in all conditions, with drivers of varying degrees of experience, and the ultimate destination of all organizations was the trench-area, then the hugeness of the problem begins to be apparent.

For the movement about 300 trucks with necessary personnel were attached to the Supply Train from the 1st and 92nd Divisions and from the Dijon and Langres Motor Reception Parks. The officers who had come in charge of these convoys reported to Captain Cole for final instructions on the night of August 2, 1918, at the Dispatching-Office in Rimaucourt, France.

Although the Table of Organizations takes no cognizance of a Dispatching Office in a Supply Train, Captain Cole had at once seen the necessity of such an office as a distinct and separate part of the Headquarters Office; and in the field from that time on it was always a very important part of the working machinery of the train.

Lieutenant Ledford had been put on special duty with Headquarters as Dispatching Officer and in addition had the services of Sergeant W. P. H. Turner of the Headquarters Detachment.

It was in the Dispatching Office near the Railhead at Rimaucourt, France, that the conference of Officers was held, and all problems thrashed out during the movement of the Division.

A serious problem faced the Division on August 2nd, which later from time to time threatened the very functioning of the Division—a shortage of gasoline. From that night the problem of obtaining gasoline for the Division was handled by the Supply Train, and at many times the gasoline problem which faced Captain Cole was as serious a problem as any that faced the Division.

On the night of August 2nd, the Division had but 500 gallons of gasoline, whereas a conservative estimate placed its necessities on the move at about 60,000 gallons. This shortage which if it had not been immediately remedied, would have wrecked the plans for the move before the beginning, was expeditiously made up by Captain Cole, when he sent a convoy of trucks for gasoline to Is-Sur-Tille, France, the regulating station. This convoy returned early on the morning of the 3rd of August, in time to make possible the first troop movement. Without delay the Advance Billeting Parties from all organizations started very early in the morning of August 3rd, so that the coming of the Division might be prepared for.

The movement proper was executed in three echelons—on August 3rd, 5th and 7th; three convoys of more than 100 trucks each and many machine gun trucks and ambulances, in addition starting out on each of those days at 9:00 A. M., 10 A. M. and 11:00 A. M., respectively, with directions to report to the regulating station just outside of Toul. Here each convoy was broken up according to the organizations from which the men on the trucks came, each Division organization having its guides waiting at this point to pilot the trucks on to the towns in

which the organizations were to be billeted. Colonel Whitside was in charge of the Regulating Station.

The convoy leaders had been directed at the conference on the night of August 2nd, to distribute their trucks according to a definite schedule, among the various small towns in which the organizations were billeted, and, after there loading the men and equipment to report to Liffol-le-Grande which was made the starting point of all convoys.

The first movement on August 3rd was accomplished expeditiously, and without any interruption in the schedule whatever. August 4th was used for the reorganization of convoys and the return of all trucks to the Reynel area. It has been said with much truth that the reorganization of convoys and the return of all trucks each day in a huge movement of this sort is more difficult than the actual accomplishment of the various echelons of the move. To avoid delay in the return of this great amount of transportation to the proper point, and to prevent confusion in the minds of the individual drivers who might have been detached from their original convoys, all available officers in the Supply Train were, during that time kept busy night and day checking up on transportation, and seeing that it was "rolling."

In addition a representative of Captain Cole was always stationed at Liffol-le-Grande to give directions as to the disposition of trucks which had not received movement orders.

To provide against all emergencies in the move, Captain Cole organized six wrecking crews from Supply Train personnel under the general supervision of Sergeant Pinckney, and these crews were on the road day and night during the whole of the move keeping the huge amount of transportation in operation.

On the night of August 4, 1918, the convoy leaders once more assembled in the Dispatching Office at Rimaucourt and received orders as to their distribution for the second day's move, which was handled as efficiently as had been the movement of the first day.

August 6th was used again for reorganization and that night for a conference of convoy leaders as to the last phases of the movement which was to be concluded the next day.

In that last move one of the convoys alone had 25 truck loads of rifle ammunition to be carried to the infantry.

The night of August 7, 1918, with the movement of the Supply Train into Menil-la-Tour, found the entire Division completely moved into the New Sector, a large percentage of the sector front already taken over by our "dough-boys" and Division Headquarters established in the little town of Lucey, France. Our transportation had also assisted in moving out of the trenches the men of the 82nd American Division which the 89th had relieved.

Four and one-half months later the Division Commander, in Division General Order No. 108, summing up the achievements of the 89th Division, on the occasion of the issuance of orders entitling a large percentage of the Division to wear their first chevron for service in the Zone of the Advance said:

"The Division came into the most momentous six months of the war, and its record has been an enviable one. In the training area it convinced higher authority of its ability to enter

the line as a Division—the first National Army Division to do so. It was the first American Division to move by bus, with American transportation, and the entire movement was organized and executed by the Division."

And there is no question that the movement was entirely a success from beginning to end. Those huge convoys extending over miles of French road rolled on from Liffol-le-Grande through Neufchateau on past the canals at Toul to the regulating station and were there expeditiously re-dispatched, bearing their singing, happy cargo of "dough-boys" who were going to the trenches for the first time, many never to come away from the line.

For most of those men it was the first time under shell-fire; it was the first time they had heard the rumbling of hostile artillery but a few miles away; it was the first time they had seen the observation balloons floating above as they lazily watched the enemy beyond those dark lines which marked the trenches; and those nights were the first they had seen the beauties of the star-shells and flares, and had heard the ominous purring of the bomb-laden Boche planes as they circled above.

On the night of August 7, 1918, the Supply Train established its headquarters in Menil-la-Tour, France, the men billeted in old barracks, for the most part, although some for the first few days had to make use of their shelter tents. It was the first sleep many of the drivers had had in four days, and thoughtless of the enemy a few miles away and mindless of the many wonderful sights which were there to behold in the night, all slept until another day of duty dawned before them.

CHAPTER VIII.

PREPARATION FOR THE PUSH.

The Division, now well settled in the new area which extended on a front from Limey to Flirey, a task loomed before the Supply Train which was probably as large as any that any similar organization had ever been called on to meet. Practically that task was to furnish all transportation for the entire Division in preparation for the great drive which was to make Gettysburg and Bull Run seem like a school-yard row in comparison.

The Sanitary Train was practically without transportation; the Engineer Train had none; and but a low percentage of the Ammunition Train had even come up with the Division. The result was that the combined functions of all these organizations had to be assumed by the Supply Train, and the work of a single night on the St. Mihiel front would find convoys of the train carrying barbed wire to the trenches for the use of the "dough-boys" in making wire entanglements, rock to the Engineers to repair stretches of road which enemy shell-fire, or constant use and rain had rendered unfit; reliefs of troops in and out of the trenches; rations up to regimental dumps or to the Company kitchens, and again the hot food from the Company kitchens to the "dough-boys" in the trenches; and ammunition up to the batteries of the 113th, 114th and 115th Field Artilleries which were supporting the Division.

This meant days of toil and sleepless nights for the men on the trucks, work over shelled roads, through gas and sometimes even in the face of machine gun fire. But every one of those truck drivers had at once shown in the face of necessity he was almost indefatigable, that the work he was able to do was only limited by his personal man-power.

One incident which served to instill even more of a spirit of determination in the minds of every man in the train than had been there before occurred just as the train was assuming its hardest duties. The first night our Infantry had taken over that portion of the front, in fact while the relief was being made, the Boche concentrated gas shells on our sector, especially about Flirey—and hundreds of men in the 355th and 356th Infantries were gassed. The news was almost stunning. A large percentage of one battalion of the 355th Infantry was put out of action in this way and the roads were crowded with ambulances carrying these men back to hospitals cruelly and painfully wounded, many to the death.

But this incident instead of inspiring fear in the minds of the rest of the Division made every man anxious for the day

of reckoning which he knew would come. Many Supply Train men were in the gassed area, although none were affected by it. But their "dough-boys" had in the first days of fighting received the brunt of this method of warfare initiated by the Boche, and every man knew that from that moment no physical effort would be too much to attempt in pushing back that gray army beyond our trenches on, on to defeat.

Gas at its best is a weird and fearful weapon which the Boche used more in the hope that it would destroy morale than because of the casualties he might cause. But to the truck driver it presented often an actual obstacle aside from the danger involved, when it was necessary to drive the huge, unwieldly trucks on bad roads through gas-field areas, wearing the gas mask.

The first problem that presented itself to the train in Menil-la-Tour was the disposition of trucks which were not in use, so that they would not draw artillery fire. On the night of August 7th, Captain Cole ordered that the trucks be parked in column along the road leading from Toul to Menil-la-Tour, and beyond Menil-la-Tour on the road leading to Royaumeix. The trucks taking advantage of all natural cover, were parked in groups of not more than three with a distance of at least 15 yards between groups. This made the question of dispatching them a difficult one, as the small percentage of the train which was in park at any one time would extend over a distance of several miles.

The most careful handling of the trucks was proved futile from the standpoint of hiding them from the watchful eyes of the Boche aerial observation when on the third night in Menil-la-Tour a Boche plane dropped two bombs within a few hundred yards of "C" Company's trucks lined along the road to Royaumeix.

Even before this incident Captain Cole had been investigating the entire area of the Division with a view to finding, if possible, natural cover, or some town in which trucks with proper camouflage might be made safe.

The search proved futile, but Captain Cole decided that by cutting a series of winding pockets in the woods called the Bois-de-Minorville, natural protection could be obtained which would defy Boche observation.

The afternoon of August 15th, Companies "D," "E" and "F" moved into the Bois-de-Minorville and began the construction of pocket parks which would conceal the trucks within them. A little shed at the edge of the wood had been decided on as the Headquarters Office. By the 16th they were comfortably settled in the wood, although the men were sleeping in trucks, and the work of rocking the park foundations for the heavy trucks had hardly been started.

That day Companies "A," "B" and "C" moved into the Bois-de-Lagney where there was more clearance and more chance to develop suitable parking places than in the Bois-de-Minorville. That same night the Boche bombers, or as they were already familiarly known, the "Jerries" and "Fritzes" showed by their maneuvers that the movement into the Bois-de-Minorville had not been unnoticed. As a result the Division Commander ordered Companies "D," "E" and "F" out of the Bois-de-Minorville the next day and they joined the rest of the train

in the Bois-de-Lagney, Headquarters remaining in Menil-la-Tour in the deserted French offices near the railhead.

The move out of the dangerous Bois-de-Minorville had been accomplished without its detection by the Boche, as but one truck was sent out every ten minutes direct to the Bois-de-Lagney. While the train was beginning to orient itself in "Hazel Nut" as the Bois-de-Lagney at once became familiarly known, a rather big problem was developing which was threatening the very functioning of the Division. The motor transportation of the Division which even at the time it had first been received in Rimaucourt was in very bad condition, now, because there were hardly any spare parts to be had began to drop into the unserviceable class despite the hardest efforts of the Company mechanics, handicapped in their work by the lack of tools.

The situation was becoming extremely acute when on the 15th of August the Division Commander directed Captain Cole to establish a Division Machine Shop which would be able to take care of the repairs for the transportation of the entire Division. At its best, with complete shop equipment at hand, the organization of so large a machine shop would be a big problem; but in addition to the ordinary difficulties of the situation there was an absolute lack of equipment and tools to be contended with.

Captain Cole relieved Lieutenant G. W. Bottorff from duty with Company "E," placing him on special duty in command of the Machine Shop, and gave him 40 men of mechanical experience from the Supply Train to establish the shop. The place chosen was a cleared elevation a few hundred yards in back of the edge of Menil-la-Tour where three Adrian barracks had been built by the French. The only other natural advantage to the place was a fairly good road which branched from the Toul road up and around the elevation. The place was easily within range of the Boche artillery, but fortunately was never the target of hostile fire.

How all the equipment and tools necessary for the operation of that shop were ever made or salvaged within the next five days will ever remain a mystery alone explainable by the men who were on duty with the shop, but it is enough to say that by August 20th, the shop was doing a general over-haul work and making repairs for the entire Division.

On this very date a transition was occurring of which few knew at the time, but which is of high historical interest to those in the Division who now look back upon it.

Up to this time, since the arrival at the front, the Division had been operating as a part of the 32nd Army Corps (French). On this date the French Corps Commander issued the following order:

32nd Army Corps
Headquarters
Third Bureau

General Order No. 142. August 20, 1918.

The command of the sector of Lucey will be taken over today (August 20th) at 3:00 P. M., by General Dickman, commanding the 4th Army Corps, United States Army, the Headquarters of which will be at Toul.

Upon relinquishing command of this sector, the General Commanding the 32nd Corps of the French Army, wishes to congratulate the 89th Division, U. S. A., upon the discipline, its spirit and its determination, all of which surely guarantee laurels soon to be gained by this fine Division, under the distinguished command of its chief, General Winn.

General PASSAGA
Commanding the 32nd Army Corps.
(Signed) PASSAGA.

About this date a wise plan suggested by Captain Cole had been adopted and was being carried out in the Corps. It was a standardization of motor transportation within each Division so that the repair and supply of spare parts for all transportation might be facilitated. In this readjustment the train retained all its Packard trucks, transferring all sixteen other varieties to other divisions.

Some small changes in the personnel of the train had occurred since its arrival in the Toul Sector. Lieutenant Logan F. Hachman, formerly Supply Officer of the 314th Military Police had been transferred to the Supply Train to replace Lieutenant Mulheron in Company "B" who had been left behind at Camp Mills to take command of casuals who would later on be sent to the Division. Lieutenant Clyde W. Scogin replaced Lieutenant Grover Turner as Dental Surgeon for the train, Lieutenant Turner having been transferred out of the train shortly after its arrival in France. In addition Supply Sergeant A. Chouteau had received a commission and was replaced by Sergeant Stanley Epstein.

Colonel Warren W. Whitside on the arrival in the Toul Sector had been made Commander of 314th Trains and Military Police and had also established his headquarters in Menil-la-Tour.

But the work of the truck drivers during all this time and also during the next few weeks was never allowed to grow monotonous. They continued to haul every sort of war material over areas extending from Toul to the front line trenches. As the day set for the big push came nearer, the traffic on the roads became heavier and heavier; struggles with the Military Police and with the "frog" truck drivers, as they had affectionately dubbed the French poilus, to get important convoys through to destination in spite of them, became more and more frequent. Continuous rains toward the end of August softened and slickened all roads until they were almost impassable. Such roads as that between Bernecourt and Flirey, familiarly known as "Dead Man's Curve" because it was visible to the Boche along the entire stretch, had formerly meant nothing but a sporting run for the driver, giving a touch of excitement to the evening work. But now with the possibility of his truck sliding off the crown of the road into the ditching at the side, there to possibly await the result of the Boche's scrutiny in the morning, these trips lost their charm.

During these days the drivers developed abilities of vision which they themselves, looking back upon the work they did, realize were almost uncanny. No trace of a light was allowed on any vehicle because this would play right into the hand of the enemy; but, yet, no matter how black the night and the road, no matter how thick the mist which no artificial light

could have penetrated, the trucks rolled on and on, kept the road, avoiding collisions by intuitively feeling the approach of a vehicle rather than seeing it, and arrived at their destination on time.

Most of their work was done at night and the accompaniment to the steady hum of their motors were the crash of enemy artillery and the uneven purring of the Boche aeroplanes above, ready at any moment to drop their cargo of bombs, or as the truck drivers soon came to call it, "let down their tailgates."

But the sound of the Boche planes became so familiar that before long a knock or a miss in the usual steady hum of his motor, caused the truck driver much more concern than the purring of the enemy motors above, no matter how thick the sky was with flaring burst of shrapnel, as the French anti-aircraft artillery tried to seek out the enemy.

On August 27th, Corporal Leon Delaitre was attached to the train by the French Mission as a French interpreter, and from that time on until he left the train after its arrival in Germany his services were almost invaluable.

On August 28th, we saw our first balloon fall, and unfortunately it was American. It was an observation balloon which we had watched lazily floating above the Forest-de-la-Reine behind Raulecourt for several weeks. On several occasions before we had seen Boche planes maneuvering above their lines waiting for a chance to slip across and pounce upon the balloon, but they had never been successful. It was not quite ten o'clock in the morning when some enemy aviator more ambitious and braver than the rest, came across the lines at a tremendous height and there in a dizzying descent pounced straight toward the balloon, firing incendiary bullets into it as he came; then gracefully straightening out sped back across the lines in a shower of machine gun bullets.

It was a scene oft repeated thereafter as we saw numerous balloons both American and Boche drop, in the succeeding months on the front; but on no other occasion did it give us the thrill it did as we saw the first balloon falling. The balloon went up in flames, but the pilot and his observer escaped destruction by dropping out of the basket in their parachutes.

The next day a rumor spread over the Divisional area that a German kite balloon had dropped a note of warning to the civilian population some few of whom had remained in the towns in our trench area, that all women and children should be sent back 14 miles behind the lines or suffer the consequences. At any rate, early the next morning began an exodus of all civilians, taking their household goods with them to the area back of Toul. It seemed that they realized that a real storm was brewing on this front which up to this time had been known as a quiet sector.

In any event, whether such a message was ever sent by the Boche, or whether such a threat was ever made, he attempted to make good with a vengeance that same afternoon.

A huge French ammunition dump was located about three-fourths of a mile from Menil-la-Tour on the Flirey road. American and French authorities had agreed that it should be turned over to the 89th Division Ordinance Officer at 4:00 o'clock that afternoon. At exactly 2:00 o'clock (for the Boche artillery was always methodical and precise) a sinister whistl-

ing sound, which everyone in the Supply Train was familiar with by this time, was heard coming from the German lines towards Menil-la-Tour; then a great upheaval of earth about 50 yards from the ammunition dump, and then a loud crash and explosion. A few seconds later this sound which seems like nothing else so much as the whistling of the wintry wind was heard again, and this time the shell crashed about 50 yards on the other side of the dump. The third shell that the Boche artillery sent over crashed right into the center of the dump and then followed such an intensity of noise as no man in the Supply Train had ever heard before. Earth and rocks shot into the air, and the very buildings for miles around quaked. The shells in the dump continued to explode all night during which time no transportation could be routed over that road to Flirey.

"Hazel Nut" in the Bois-de-Lagney was proving in those days of August and early September before the "drive" to be an ideal camp. The men were in shelter tents, and their beds were green boughs. The ration was very good, and the kitchens had enough time to establish themselves under tarpaulins with many conveniences. The combination guard-house and Dispatching office was in the little shack at the fork in the road in the woods.

Withal, the place was interesting, too, for there were trenches winding through the woods, emplacements for big guns here and there, and observation platforms built in trees from which a view of the entire surrounding country could be obtained.

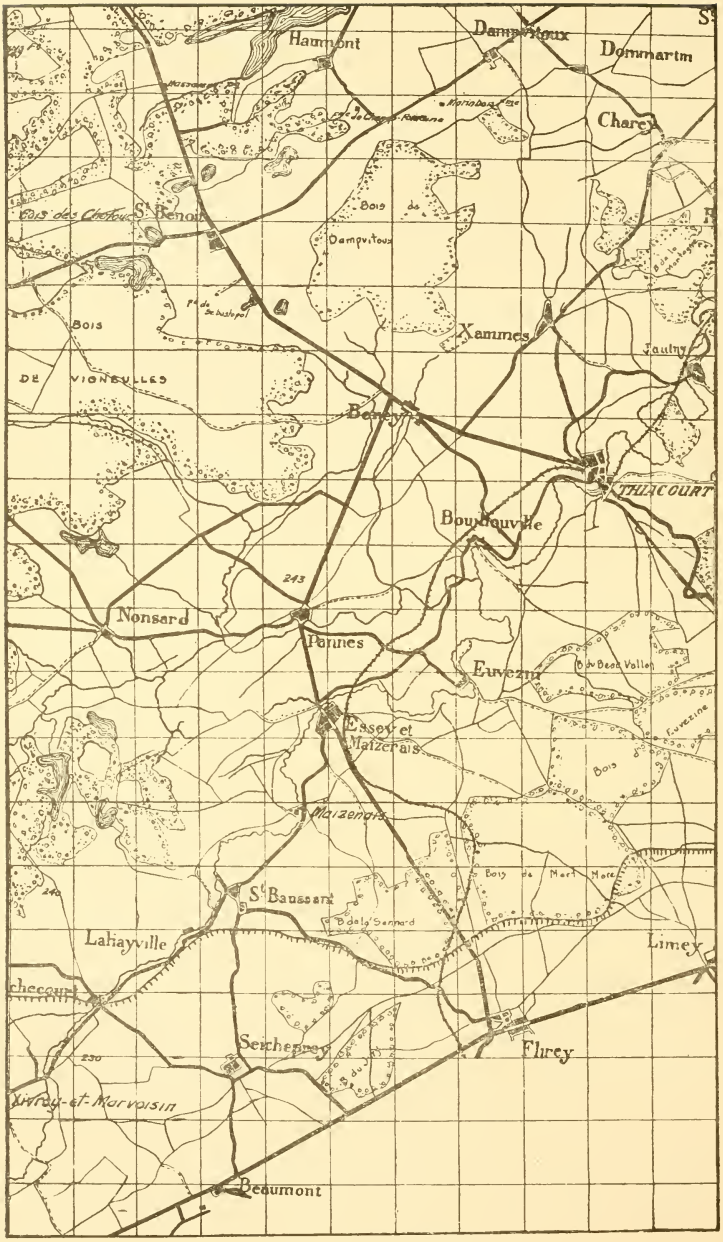
It was the scene of an interesting ceremony on the night of September 2nd when Captain Cole received the order announcing his promotion to a Majority, and Lieutenant Upp his promotion to a First Lieutenancy. On receipt of the order they went together to the woods, and were sworn in to their new rank by Captain McGee, Summary Court Officer for the train.

The next day Lieutenant A. J. Eiskant in command of Motor Shop Truck Unit 390 reported to Major Cole for duty, being attached to the Supply Train to handle repairs for Division transportation. Gradually this unit was allowed to take over the work which the Supply Train shop had, in the emergency temporarily assumed, and the greater percentage of Supply Train personnel was returned to duty with the companies.

During those last days before the St. Mihiel Drive at a time when no one was certain as to just when the advance would begin, the Supply Train toiled as it had never toiled before, that none of the many important details of preparation which depended on it should fail.

One battery located in a wood to which no ammunition had been brought for four days because of the impassability of roads, was supplied with ammunition just in time to enable it to function in the drive, by Captain Pusch with a large convoy from Company "F." And so it went with the other important details.

The night of September 11, 1918, found the Division ready and waiting for the sound of the firing of the first artillery piece which was to announce the commencement of the "Big Push." The Division was now under the command of Major-General William Wright, who on Sept. 6 had relieved Brigadier-General Winn of the command.



Sector Beyond Flirey.

CHAPTER IX.

THE ST. MIHIEL DRIVE.

On the historic night of September 11th, there crouched in the trenches awaiting the order to go over the top, all along the front occupied by the First American Army the greatest body of troops that the United States up to that time had ever sent against any enemy.

On the sector occupied by the 89th Division a large percentage of these troops had been carried into position by trucks just after dusk that evening and set down in the trenches from which the advance was to be started early the next morning. Convoys in command of Captains Pusch, McGee and Dickey were all on troop movements that night, bringing dough-boys up from reserve and support and moving others from the widely extended front of 16 kilometers which the 89th had been holding, to the much contracted sector over which our troops were to begin the drive. One of the objectives in the sector laid out for the advance of the 89th Division was the key to the enemy's position, the Bois-de-Mort Mare.

All of that afternoon and night there was a heavy downpour of rain which successfully hid from the Boche, complacently resting in his own lines, this greatly increased activity in ours. But these same weather conditions made traffic, especially traffic of the magnitude that had to go over our Divisional Axial roads, a tremendous problem. Frequently that night important convoys found themselves apparently inextricably tied up in dense traffic on that good road between Menil-la-Tour and Flirey; but somehow the traffic was kept moving.

Shortly after dusk a convoy of 40 trucks loaded with rations had lined up on the Noviant-Flirey road ready to follow the dough-boys over the top and establish a new ration dump somewhere far in what was now Boche territory; so that the supply of food would never be interrupted.

These trucks and the others lined up along the Beaumont-Bernecourt road waiting for their wild joy-ride over what was then No Man's Land, had seen hundreds of French seventy-fives and bigger guns bristling all along the roads and pointing their muzzles Bocheward right over the tops of the trucks.

Except for the patter of the rain, the rumbling of trucks and the low whispers of men lying waiting in the trenches, the night had been exceptionally quiet. There was hardly an exchange of shells between early afternoon of September 11th and 1:00 A. M. of the 12th. There had been no Boche bombing parties over at all that night for their usual evening aerial raids on

Toul. The rain had made that impossible, and their balloons had not been in the air that day at all.

The only evidence that there was an enemy opposite us who would attempt to hold that ground was the frequent appearance of star shells sailing up from the enemy trenches, and now and then a bright flare by which the nervous Boche hoped to reassure himself that no raiding party was in front of his trenches ready to spring in on top of him.

Somehow every man in the Division realized that what he had awaited ever since he had come to the front would begin shortly after midnight, and from 12 o'clock on, anxious groups all over the divisional area watched for the first signal which would break the oppressive silence.

At exactly 1:00 A. M. of September 12th, a huge naval gun sitting at the side of the road in Bernecourt belched forth its missile with a terrific explosion that half lifted the truck drivers and the cargoes of dough-boys they were carrying along the road, into the air.

For a moment following that single earrending reverberation there was again a deadly silence—but it was for a moment only, and it was the silence which precipitated the storm. Crash—Crash!—all along the roads, from the woods and from the towns, the closely massed seventy-fives began to speak out in a continuous rattle, which had it not been for its intensity could have been mistaken for the firing of machine guns. A continuous burst of flame spouting from the mouths of innumerable field pieces all along the American front reddened the dismal sky. That line of fire extended as far as the eye could see.

But why was the Boche not retaliating? From the commencement of the American bombardment, but a negligible number of Boche shells had whistled into the American lines. What was wrong with Montsec? Montsec, that green hill behind the Boche lines had sat like an ogre off there to the left of Beaumont and Seicheprey. Imagination had armed it in our minds with countless field pieces and machine guns which would begin to take their toll at the commencement of our barrage. Many a man during the comparatively quiet early days of September had sat in a forward position and looked through field glasses at Montsec, believing that he saw huge artillery pieces in concrete emplacements all over the sides of the hill.

It has later been stated that our aviators had informed Corps Headquarters (located then about one mile in back of Menil-la-Tour) that Montsec was harmless and not prepared as a defensive position. But the men of the Division knew nothing of this, and rumors of what numbers the French had lost in several attempts to take Montsec in the four years the Germans had held it, had made our dough-boys think a hard fight could be expected there.

The barrage continued incessantly all night until 5:00 A. M. September 12th, when it was concentrated in front of our trenches to produce a rolling, advancing barrage behind which our dough-boys might advance. Promptly at 5:00 A. M. as the barrage went forward, the Infantry and Machine Gunners came up out of the trenches after it over No Man's Land, the former scene of so many raiding parties by our Infantry. Some of the men were unloaded from the trucks in Flirey in formation of

the advance going over the top immediately after being unloaded.

It was at once apparent because of the remarkable advance of the Division that not only would all objectives be attained, but the program laid out for the Division would be completed much sooner than the schedule had required. Early in the morning strings of German prisoners were coming back over the roads under Military Police guard, others were struggling along the by-roads anxiously searching for someone to surrender to.

Here and there in front of towns, along the Rupt-de-Mad and in front of thick woods where machine gun nests had been placed to retard the Division's advance, many of the troops became casualties; but the Boche casualties were high too.

At 10:00 o'clock in the morning the 40 ration trucks began the pursuit of the Infantry and that afternoon had brought rations up to Bouillonville which the night before had been over seven kilometers inside the Boche lines. By this time the dough-boys, converging regiments of which had in the afternoon, met near Bouillonville, the entire area behind cleaned up, were continuing the advance and had taken Thiaucourt.

That day was a busy one for every man in the train as convoys were working on every sort of detail over the entire area of the newly gained territory. Some individual trucks were pressed into emergency service hauling wounded and dead; but as a general thing all efforts were bent on aiding the progress of that rapidly advancing line in front—by supplying it with ammunition, food and engineer material for the repair of roads and hasty construction of new trenches.

The road between Flirey and Essey, a vital stretch of road in the support of the advance was found to be absolutely unusable because since the beginning of the war it had been in No Man's Land and the continuous shell-fire had torn and twisted it to its foundations. But the engineers were busy on the road the first day, assisted by Supply Train transportation, and this important link in the move forward was connected up at once.

That night the Division dug in in front of the Hindenburg line beyond Thiaucourt, took over the area which the 42nd Division had gained on the left and half of the sector of the 78th Division on the right, and the next day a ration dump and Supply Train gasoline station were established in Bouillonville.

That same day Division Headquarters were moved up from Lucey to Euvezin. There everything was found as if the German Division opposing us had expected to rest all winter in the same position. Great stocks of clothing and foods were there—the mess table of the Commanding General of the opposing Division being set for the morning breakfast which he never ate in Euvezin. The German officers had left their trunks filled with luxuries which would indicate that they had expected to take up a permanent residence in the town, and souvenirs there were in abundance.

In the meantime while the reorganization of the Divisional area had been going on, convoys and individual truck drivers had been having experiences many of which were proving quite interesting. Probably the strangest of these was the experience of Corporal Anton Pavelka and Private 1st Class Ellery L. Pearson, both of Company "D," driving Truck No. 49356. They

had been on detail with the 353rd Infantry Regiment since before the beginning of the drive.

On the afternoon of September 13th Corporal Pavelka received an order to take a truck load of medical supplies into Xammes. As he rolled through Thiaucourt, on the road to Xammes, Military Police, and dough-boys who were in reserve there, warned him against going any farther, saying that the front line of our Infantry was fighting not far in front of Thiaucourt. But he had received the order and was determined to comply with it. Continuing on his mission which was now becoming extremely perilous because of machine gun and rifle bullets, and the bursting of shrapnel overhead, he entered the town. But he did not remain in Xammes long.

When he came into the town he realized that the line of dough-boys which he had seen at the edge of the town had been our front line, and that the Boche was still in possession of Xammes itself. Possibly it was because they feared some sort of ruse, but the Boche, with the exception of firing a few rifle bullets at him made no attempt to molest him as they retreated before our Infantry. He calmly backed his huge truck around in the main street of Xammes, turned on the road back to Thiaucourt and was on his way to our lines.

As far as the records of train show Truck No. 49356 was the only one which ever operated as a Tank, and this advance ahead of the Infantry was what might be described as a tactical error.

On September 14th, the train with the exception of Company "B" moved to Grosrouvres, although Headquarters remained in Menil-la-Tour for several days. At about this time plans were made for a movement of the train to Pannes but as it was thought the Division would be sent back into a rest area soon, this idea was abandoned.

A general impression of the work of the men of the train during the weeks that followed before we left the St. Mihiel front can be gained from the story of Corporal Carl A. Anderson, told with reference to the work of a detachment of Company "F" during the week following September 20th. It is a story replete with interest especially because it shows the normal work of every truck driver during this time. The story follows:

"We had been on the road, hard at work, through days and nights full of hard work, with our nerves keyed up to the highest pitch, and our heads swimming and eyes burning from gazing at the dark and narrow roads ahead. The Boche aeroplanes and big guns had bombed us and shelled us in every little town and on every road.

"We had delivered twenty truck loads of ammunition to a battery in the woods near Bouillonville and we were looking forward to a few hours of rest; but scarcely had we come into camp at Grosrouvres when an order came in dispatching us out again.

"I was sent in charge of a convoy of five trucks with Corporals Nelson, Eckhard, Williams, Johansen and Lindquist as drivers to report to an infantry officer at Bouillonville for the relief of troops. The rain had been heavy during the day and the roads were slippery. As we rolled through Essey the Boche seemed to have our address, throwing over his hate all

along the left and right of the road, the big shells kicking up dirt all about us.

"As we came to Bouillonville at 6:00 P. M., the Boche was still continuing his wasteful tactics, so we pulled our trucks up behind a high embankment where it would be hard for him to search us out, while I went to find the Lieutenant. I finally found his quarters in a small dug-out, and knocked on the door, but did not wait for an invitation to come in when I heard the whiz and bang of a shell which sprinkled rocks on the dug-out roof.

"The Lieutenant ordered us to wait until dark, offering me a chair in which I was asleep, in a few minutes. The next thing I knew was when I was awakened by some one shaking me and saying 'let's go!' It was pitch dark outside and the Boche shells were still raining in. Their aeroplanes were humming overhead and our anti-aircraft guns were making it as unpleasant for them as possible.

"We woke the drivers who were sleeping in the beds of their trucks and snoring as peacefully as if they were back home in their own feather-beds. They slid out of their trucks to crank up, cursing the rain, the Kaiser and his whole army, and we were off for Xammes to move some troops from there to Pannes. In Xammes the Boche was passing the time away by throwing over a continuous stream of shells—gas, shrapnel and high exp'osives. First we would hear the whiz and then—crash —some old building would crumble in a heap. The Germans were throwing up so many flares that it was almost as light as day in Xammes.

"My trucks were loaded at last, and out of town we went, the shells hitting too close to the road to be comfortable and sprinkling rocks and dirt on the trucks as we roll'ed along. The road itself was full of shell-holes and more were being made every minute; but we had to stop our trucks on the side of the road, lie in the ditching ourselves, and await the arrival of the men from the trenches.

"We waited from 9:00 P. M. until 4:00 A. M. the next morning. In the middle of the night the rain ceased, the clouds cleared away, and the moon came out in all its splendor. But all we had to hide our trucks were two lonely trees along the road, and the German flares made the night bright enough to read the numbers on the trucks 40 feet away. We could hear the Boche shells whistling over us searching out a battery farther back. Now and then this battery would retaliate with a crash that brought us to our feet.

"On our left an endless string of silent men were quietly moving toward the trenches through barbed wire entanglements and shell-holes. So quietly did they move that you might have thought them ghosts going on to relieve the doughboys. I stood watching the line for half an hour trying to see some one I knew—when suddenly I heard a low voice. Hello Swede! What are you doing up here with a truck—you'll have it riddled with machine gun and rifle fire before you get back. All I had time to say was: Best of luck, Jim! And he was off again to the trenches from which he never came back.

"On our right an endless stream of men were coming from the trenches, tired and plastered with mud, but happy as they

were going out for a short rest. So they came and went all night long.

"One of our trucks passed us, turning up the road to the trenches; then we heard the crash of a shell. A few moments later the driver came back and asked us to help him from a shell-hole in which his truck had fallen. He said his truck was loaded with hand-grenades and if daylight found him there, it would probably be the finish of his truck. Luckily a wagoner came along so we borrowed his four mules, hitched them to the truck and after we had helped the driver unload his hand-grenades, got him back on the crown of the road.

"In the meantime our men had not come out of the trenches and the Boche had changed his range and was shelling Pannes, Essey, Thiaucourt, and all along the sides of the roads with gas shells. As we had been given strict orders to leave this road before daylight, we started for Pannes just as day began to break without the men from the trenches, but with light loads of picks, shovels and packs. We unloaded these in Pannes and then started for Essey, the shells dropping all around us as we rolled along.

"Another crash, then a spattering against the truck and I glanced up and saw a new hole in the road. It was a gas shell and I got a good taste of it before I could get my gas-mask on, my eyes and lips burning like fire. Several more gas-shells fell in quick succession, but the drivers stepped on the throttles and we were out of the gassed area in a few seconds.

"Again as we came to Essey we found the hollow near it full of gas, but passing through the town which was rather quiet we came on top of a hill where the air was pure again. Passing through that pile of stones which was known as 'Flirey' before the war, we found the Boche shelling that town too, and then we highballed on for Grosrouvres, came into park, gassed up our trucks, had breakfast, and went to bed, absolutely unmindful of the Boche planes circling overhead. Five hours of sleep and we were awakened for another detail, one of the drivers remarking: Oh, Hell! Another night of real sport! And we were off again."

So it was during all those days when the Headquarters of the train were at Grosrouvres. The men during those days literally lived on the road, carrying their rations with them at all times and sleeping in the bottom of their trucks when an interval between convoys gave them the opportunity. Just as before the drive, the train was used for every variety of detail; now the train was still hauling ammunition, supplies, engineer material and on occasion the wounded.

Lieut. Pierson had been sent to Bouillonville to supervise the operation of Supply Train transportation from the ration and gasoline dump there. This place was continually subject to Boche shell fire, and the men working about it were constantly in danger.

In these towns which had recently been in German hands the drivers immediately became familiar with the German road signs which directed "Nach Verdun" instead of the French signs "Vers Verdun."

And it was in this area too, that the men first came to appreciate the expression "dirty work at the cross-roads," for the Boche artillery opposite Xammes showed a remarkable ability in

hitting on and near the cross-roads about Bouillonville and Essey, until these became some of the most dangerous spots in the area.

On September 22nd, Company "B" which had remained up to that time in the Bois-de-Lagney was moved up to a small abandoned Boche camp near Bouillonville. Here the Company established itself in shacks which the Boche had hurriedly left, and began the construction of dug-outs. The Boche Artillery shelled the place with gas and heavy explosive that night, so the work of making the dug-outs large enough for the entire Company in time of shelling was pushed to completion the next day. The place well camouflaged with trees and brush was occupied by Company "B" the remainder of the time in the St. Mihiel sector. In the meantime the men stationed in Bouillonville at the ration and gasoline dump were also having an interesting time of it.

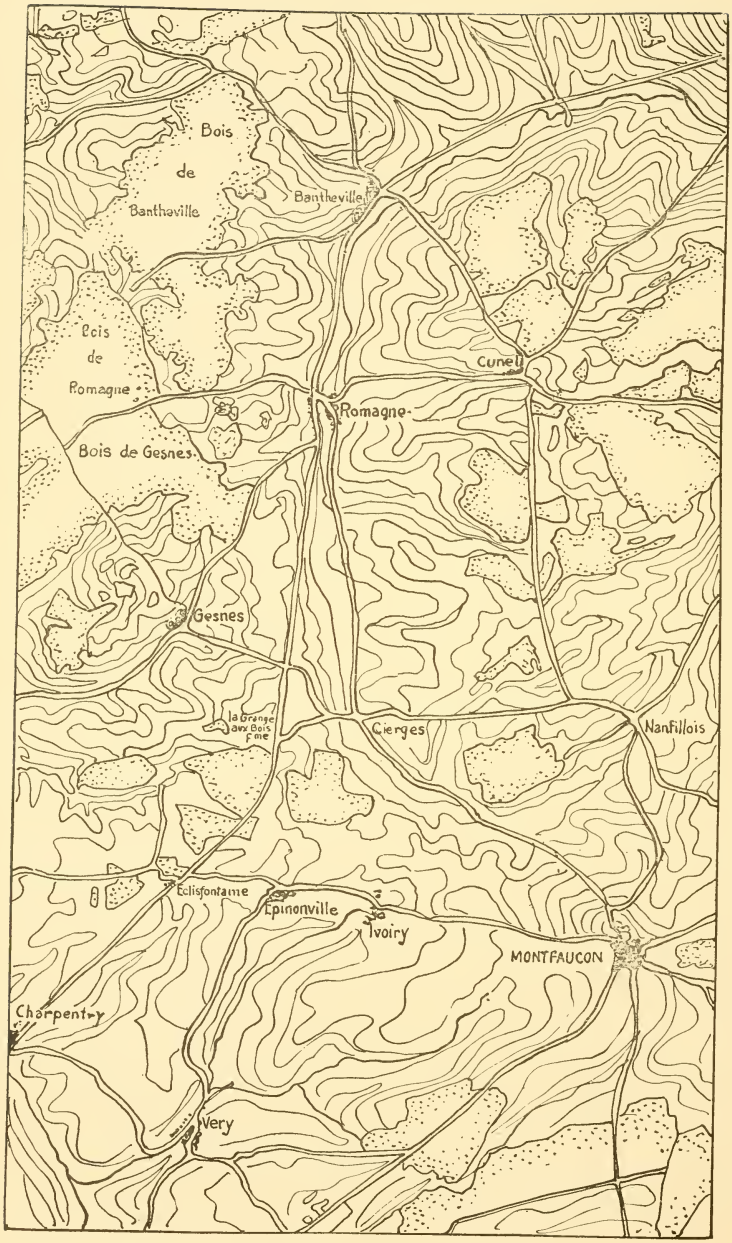
It was in Bouillonville that Corporal Billie Belt of Company "B" risked his life in the brave feat that resulted in his later being awarded the Distinguished Service Cross. On September 24th he was on duty as a rear lookout on a truck which was detailed to haul gasoline bedons to Bouillonville. As the truck entered the town it was delayed by congestion of traffic, and while thus stopped an enemy shell struck about ten yards from it, being followed almost immediately by another which was a direct hit on a Garford truck belonging to the 314th Engineer Train. This shell severely wounded two men. The truck was loaded with gasoline bedons which began to explode, the truck at the same time beginning to burn. Corporal Belt rushed to the truck, rescued the nearest man and carried him to safety, and returned attempting to disentangle the second man from the burning wreckage, but found this impossible of achievement. This feat was accomplished while the place was being hotly shelled by the Boche.

His bravery was cited in General Orders No. 2, Headquarters 89th Division, January 7, 1919, at the same time the announcement of the award of the Distinguished Service Cross was made.

It was on October 6th, that the first rumor spread throughout the Divisional area that Germany was asking for an Armistice, and some felt for a time that the war might come to a hasty conclusion, especially as the Divisions of our army on the other front were meeting with great success in the Argonne Forest. But it was soon realized that the German request for an Armistice was not a sincere appeal.

On October 8th, Headquarters of the Train were moved from Grosrouvres to Ville-Essey, near Commercy, as it was intended that the Division after two months and two days in the front line should be sent into rest in the area about Commercy for a few weeks at least. With this end in view Division Headquarters had been established in Commercy.

But suddenly a reversal of orders came which brought Train Headquarters back to Grosrouvres, on October 9th, in preparation for the move over to the Argonne Sector to join in the continuous battle being raged there which was proving early to be the most colossal struggle in the world's history which once and for all was destined to put an end to the peril of world domination by the Prussian and the personal triumph of the Hohenzollerns.



Sector Below Bantheville.

CHAPTER X.

TO THE ARGONNE-MEUSE.

The sudden change in orders had come when Headquarters, the Medical Detachment and Company "B" had moved to Ville-Essey, and it was planned to move the rest of the train there the next day. This meant that the men of the train, instead of the two weeks of rest and recuperation which they had expected, could look forward only to four more days of increasing work, and then the terrific strain of preparation for another drive.

At the time the move commenced the 89th Division was occupying the huge area extending from Commercy to Bouillonville.

The transportation necessary to the replacement of our troops by the troops of the 37th Division in the St. Mihiel Sector was furnished entirely by the Supply Train; and at the same time the movement was beginning over to the new area. In this movement Supply Train transportation hauled all the rolling kitchens, two days reserve rations for the Division and all other supplies and equipment not carried by the organizations in their combat trains.

The huge convoy was finally complete, and early on the morning of the 10th of October the Division was moving with all equipment to the new sector. The convoy was in command of Major Cole but as it was so large and unwieldy it was subdivided into groups by Companies, each Company Commander commanding his own convoy.

The rain had entirely stopped and as the convoy rolled on to Bernecourt, then to Beaumont, Rambucourt, Bouconville and Apremont, the trucks stretching for miles as far as the eye could see and twining in and out of towns, and up and down hills, it seemed to operate like a perfect piece of clock work.

All these roads were highly camouflaged with screening of cane and branches to prevent artillery observation, but as the head of the convoy was passing through the historic streets of St. Mihiel about noon, a lone Boche aviator flying high in the air above our lines spied the convoy, hovering about in the sky undoubtedly taking numerous photographs and then fled back to his own lines followed by the shrapnel which burst and coughed about him without effect.

The appearance of the Boche plane was so common a sight that it was nothing but a passing incident to the convoy driv-

ers, although the French poilus, gathered in the streets of shell-shattered St. Mihiel, would glance only for a moment at the black speck in the sky and then crying "Boche, Boche!" would run for shelter.

Shortly after noon with the head of the convoy well out of St. Mihiel, a halt was ordered for a dinner of hard bread and canned beef. In the meantime the Boche plane had returned and from his height was observing the movement of the convoy. He probably was in wireless communication with a battery of Boche Artillery for as the head of the train swung through Bannoncourt there was a sudden whiz and then a tremendous crash, and showering of stones and earth a short distance from a bridge over which a part of the convoy was passing at the time. Then suddenly another shell whizzed in still closer than the first.

The intent of the Boche in this incident is hard to decipher for just as unexpectedly as the first shells had whistled in, so did he mysteriously and suddenly cease his shelling without inflicting any damage whatever on the convoy. Unless it is explained as an attempt to lower morale, such incidents are hard to account for in the usual methodical warfare of the German.

To the members of the Supply Train who were near enough to the front of the convoy to witness the incident; probably one scene will stand out in their memories even more that the actual setting of the scene itself and the danger the convoy was in, and that is, the strange appearance of a sad-eyed, underfed cow which was attempting to graze on the sparse grass at the side of the road. That was probably its first visit to the front for as the shell whistled over, it looked up in a curious sort of way; then as the crash came, jumped high into the air and started madly charging toward Germany.

A long part of this trip the convoy was on the Route Gardee whose traffic rules were very strict, because of the fact that it was one of the very arteries which supplied their life-blood to the troops in the trench area.

The convoy passed through Lemmes and on to the Bois-de-Brocourt to which the billeting detail had been sent early in the morning to prepare for the arrival of the train. The first trucks of Company "F" arrived in the Bois-de-Brocourt about 5:00 P. M., cutting off the Route Gardee up a steep slippery hill into the woods. In the woods had been erected, probably in the early part of the war, a large number of Adrian barracks, and in one group of these the Supply Train was billeted. The trucks were parked along the road leading to the woods. The barracks were dirty and the woods were damp and unhealthy but every man was so tired that the work of policing the camp was hurried through, so that a few hours of much needed rest might be obtained.

During this work the men of the train probably saw one of the most spectacular sights they had seen since the arrival in Europe, 92 American aeroplanes flying above our lines. Off beyond the Boche lines a few scattered planes were in the air and all along the front the Boche observation balloons; but the picture there before us gave convincing evidence of the magnitude of this whole warfare on the Argonne front.

By dark the kitchens were well established and every man had a good warm dinner. But while the mess lines were still

passing the kitchens, the ominous purring of Boche planes was heard above, a purring which was so persistently above us that all fires in the Company kitchens were hastily camouflaged. Then the French anti-aircraft batteries at the edge of the wood began to speak out with their barrage of shrapnel, and the planes to drop their load; which made us realize that our entry in the woods in the afternoon had not been unnoticed.

Off and on all that night in the Bois-de-Brocourt the planes circled above, while powerful search-lights tried to seek them out against the black sky so that the shrapnel barrage could be made effective. The planes retaliated with machine guns and bombs, the tracer bullets of the machine guns showing up against the sky like streaks of fire. But this interesting duel going on right overhead meant nothing to the tired men who realized that early morning would find them on the road again. An hour after mess was finished practically every man was asleep, and save for the battle above and the roaring of the guns everything in camp was quiet.

Morning found a large portion of the trucks already on the road, and convoys starting back to the area we had just left for equipment that had not been carried up on the first trip.

Major Cole, had in the meantime decided that the Bois-de-Brocourt was an impossible camp from the standpoint of truck parks, and also since the Boche had already observed the entrance of the trucks into the woods that it was inadvisable to remain there.

Before noon the entire train was established in Jubecourt, a quaint little town a few kilometers from Brocourt. It offered the important advantage of suitable parking places although these were all easily observable by Boche balloons and aeroplanes. And for the last time in France the men were billeted in old Adrian barracks. These were scattered over the hills behind the town and contained wooden bunks for 50% of the men.

There was little chance for rest, however; as, arrived in the new sector, it was at once necessary to organize it. and large convoys were being sent back each day through St. Mihiel and Apremont to the old sector to bring up other equipment.

The officers during the halt in Jubecourt were all billeted in little wooden shacks whose architecture was similar to that of a pigeon coop. These shacks were all built on the sides of a hill surrounding a small court yard which had been cut out of solid rock.

We had expected that the Division would remain in reserve several weeks on the Argonne front before it would take over the line; but when a regiment of Artillery moved into Jubecourt the afternoon of October 15th, ready to take over the barracks the train was occupying we realized that orders for our movement would come that day. Companies "E" and "F" had moved on to Very the day before, so late that afternoon in a depressing downpour of rain the rest of the train moved to shell-wrecked Very.

This trip was extremely interesting despite the rain and traffic congestion on the way; one of the towns passed being historic old Varennes one of whose hotels had harbored King Louis XVI and Marie Antoinette after their escape from Paris

and just before their recapture by the revolutionaries. The buildings of Varennes were now but a mass of crumbling shells of walls—a city of death.

As for Very itself, but one solitary building stood there and its roof was shattered by shells. It was the town school-house, and the French legends on the doors and walls recalled a more peaceful day there, where the Artillery was concentrated around us and cracking away methodically at the Boche.

The buildings were all pitiable wrecks, scarcely one stone on top of another. Even the cemetery through which the ruthless Boche in his retreat had run a line of trenches, had gaping holes in it where shells had dropped here and there. This made a terrible wreckage in which were mixed human bodies, crosses, iron-crosses which the Boche had substituted for the cross over the graves of his soldiers, and heaps of earth and rocks.

But little of that was seen by the Supply Train men that night, however, in the intense darkness which was only illuminated now and then by the sparkling fire of our field pieces, and the answering flash of exploding enemy shells.

The one building which was standing was established as Supply Train Headquarters at once, kitchens were established under tarpaulins which gave them some shelter from the downpour of rain, and the men after a warm supper went to sleep in the beds of their trucks. As usual on such a move, not more than half of the personnel of the train was ever located at Very, as large convoys were already scattered from Bernecourt in the other area to Montfaucon in the new, and many of the men that night were on the slippery roads until dawn, helping each other out of ditches and pushing on to their destination.

The next day the men who were in Very, again saw the interesting process by which the very success of the Boche in the destruction of French property, was made to assist our army in his defeat. The scattered mass of rocks which had once been homes, churches, schools—a town in which lived a community of individuals—was now hauled forward by the engineers to make and repair roads as the pursuit of the Boche continued.

Early the next morning the Supply Train was ordered by the Division Commander to move to Ivoiry, a few kilometers from Very, and established its Headquarters there before noon the next day. Ivoiry was between two war-famous but shell-shattered towns Epinonville and Montfaucon, and but a few kilometers from each. All of this territory about Montfaucon had just been wrested from the Boche by the ever victorious American First Army. The traces of the battle were still fresh all about the town as the train entered, dead men and horses lying along the hills, newly made graves of men more fortunate in being buried; and equipment of all sorts both American and Boche.

Our position in Ivoiry was in line with our observation balloons on this front and also in advance of our artillery positions, so that we again had the experience of listening to our own artillery firing shells over our heads with a whistling screeching sound that boded ill for the Boche toward whom they were directed. These shells Corporal Delaitre, our French Interpreter, had at once christened "departures," and the Boche shells which screeched into town were labelled "arrivals."

From the moment the Supply Train arrived in Ivoiry until its departure several weeks later, the time was filled with thrilling incidents. The night before our arrival a Boche shell had dropped among the pup-tents occupied by the men of the Balloon Companies behind the town and had killed several men.

Every night thereafter the Boche shelled in or near the town in a methodical manner which made the nights incomplete until he had finished his performance. Just as faithful as was the Boche artillery so were the Boche aeroplanes, which came over in groups every night to drop their bombs on the towns in the American area.

Ivoiry, at the time of our arrival there, probably had more walls standing with semblances of roofs above than any other town in that particular area; but it was just for that reason probably that the Boche made it a target for his shell-fire. In the day time Boche observation planes were always above us photographing for the night's aerial raids, or to aid the artillery.

When the billeting party from the train had first gone ahead into Ivoiry it had found the town occupied by the 55th Artillery Brigade Headquarters, the Commanding General of which at first declared that he would not permit the train to move into the town because the trucks would draw shell-fire and aeroplane raids to Ivoiry. He seemed particularly adverse to the presence of the trucks because the Supply Train had never adopted the policy of camouflaging its transportation with boughs and green brush.

The trucks were parked out of the town along the roads. Some of the men were quartered in their own shelter tents, although for the most part they were billeted in the wrecks of buildings in the town.

Supply Train Headquarters were at first located in the town church, one entire side of which had been torn off by a large shell. This was still decorated with the statuary which the Boche had not had time to take with him as he was driven from the village; but almost every piece was either shrapnel spattered or mutilated by shell-fire. The cemetery in the church yard was crowded with iron crosses over the graves of German soldiers who had fallen on this battlefield.

It was at once realized that the church was not a desirable place for headquarters because our former experience had taught us that Boche artillery commonly chose for its target a church steeple. For this reason headquarters were moved into a little building formerly a German drinking room whose roof had been blown off. This with the aid of shelter tents was made habitable, all headquarters officers being billeted in the little room in rear in addition, a wall tent being erected inside the room.

Lieutenant Scogin, Dental Officer for the train, had been assigned the sanitary work of the town. What with the departure of the Boche and the fact that the battle for the town had been hard fought, there was much to be done. Using the Medical Detachment and a large detail from the train he at once took up this important work. Dead horses were scattered all along the way in the stream on which the train depended for water. These Lieutenant Scogin buried in shell-holes in the

fields and although there were twenty-one horses to be buried there was no scarcity of shell-holes as the Boche provided new ones each night.

Those days in Ivoiry will never be forgotten by any of the personnel of the Supply Train—days when the trucks were always on the road and when the men who were allowed to rest in billets were awakened time after time during the night by the "whiz" and "bang" of the Boche shells, and by the crash of the bombs dropped by the Fritzes and Jerries.

It was in Ivoiry also that a large replacement of men was received, many of whom proved to be very valuable to the train within the next few months, and despite their short service were occupying positions of responsibility.

As in preparation for the St. Mihiel drive, the train was again operating as Ammunition, Engineer and Sanitary Train in addition to its functions as a Supply Train, and its convoys were operating over a territory extending as far back as Varennes and forward to the front line trenches.

Our Division now a part of the 5th Corps, had on October 19th relieved the 32nd Division taking over a large portion of the Argonne front beyond Bantheville. Then it had at once begun the difficult task of cleaning up the Bantheville woods. This achievement was later the subject of special commendation of the Division by the Corps Commander.

On October 25th, a Provisional Company was formed under the command of Lieutenant Ledford, to operate all the G. M. C. and light Ford delivery trucks in the train, all of these being placed on Special Duty with the various Infantry Regiments and Machine Gun Battalions of the Division. Lieutenant Upp replaced Lieutenant Ledford as Dispatching Officer for the next three weeks, during the operation of the Provisional Company.

On the following day on order from Major General Wright, Division Commander, 184 men from the train were placed on Special Duty with the 341st Machine Gun Battalion as replacements for that organization which had sustained heavy losses in the St. Mihiel Sector. This reduced the personnel of the train to such a point that it was possible to have but one man on each truck; and in the days that followed when a driver became wounded it was necessary to send back to the Company park for a driver to complete the detail or bring the truck back to park.

All roads in the forward areas over which the Companies of the train were operating at this time were continually under shell-fire and the Boche artillery became so active that every convoy became a perilous mission and the daily toll of casualties in the train was high. Especially was this true of the main road leading through Romagne to Bantheville, and also of the road branching off it to Gesnes.

The first man wounded on the Argonne front was Sergeant Roy L. Cross, of Company "E," who was hit in the arm by a shrapnel on the afternoon of October 26th, while in charge of a convoy.

It was on the afternoon of October 27th that the first man in the train was killed by shell-fire. Private Joseph Dobmeier, Company "B," driving a light delivery truck, had reported to the 354th Infantry of Gesnes with three others on detail early in the afternoon. As the detail waited on the side of the road

near the gasoline dump in Gesnes, the Boche began to shell the hill near Gesnes. Suddenly the detail made up of Supply Train men heard a shell whistling right into town, and all jumped for the ditching at the side of the road except Dobmeier. The shell dropped in the kitchen of Company "I" 354th Infantry, killing at once a group inside, and a piece of the spattering metal cutting Dobmeier's throat as he sat at the wheel. All of those who were killed by the shell were buried on the side of the hill near Gesnes together that night, rude crosses on which were nailed their identification tags being put up in the ground above them.

The trucks on Special Duty with the different organizations were performing duties of all sorts at this time, carrying troops around, and at night bringing warm food to the men in the front line trenches. These details were always perilous for the night flares of the Boche would lighten up the entire sky on miles of the front, outlining in clear relief the trucks as they rolled along the road in the hail of shrapnel.

In the last few days of the month Companies "A" and "B" had located at Cierges; Company "E" had gone over to Eclisfontaine on Special Duty with the 314th Sanitary Train, and Company "D," its headquarters remaining in Ivoiry, had the majority of its trucks on details with the various regiments. Company "F" was used for general details, but for the most part was assisting in the work of the 314th Engineer Regiment. The whole of Company "C" had been placed with the Engineers on Special Duty, locating in Romagne, and operating between Romagne and Bantheville. This road had been so badly torn by shell fire that it was realized that an advance would be impossible over it until it had been repaired.

With the front line just in front of Bantheville Company "C" and detachments from Company "F" worked hard on the road every night until the drive began. Their work was principally hauling rock from the destroyed buildings in Romagne, and "G. I. cans" which the Supply Train men had come to call the German big shells, provided an increasing supply of material. One night a shell not only provided plenty of rock, but also partially loaded a "C" Company truck when it hit a wall by the side of which the truck was being loaded.

On the afternoon of October 31st practically all arrangements for the drive had been completed. It was on that afternoon that Private 1st Class Lloyd E. Abbott, Headquarters Detachment, driving the Headquarter's truck, was wounded in the arm by shrapnel while on detail in Romagne. Private Abbott said nothing to any one about his wound, but binding his arm up himself completed his mission, and then drove back to Ivoiry with one hand, mindless of the perils of the trip back on the shell swept road. The next day Private Abbott was evacuated to an S. O. S. Hospital, and has never returned to this organization.

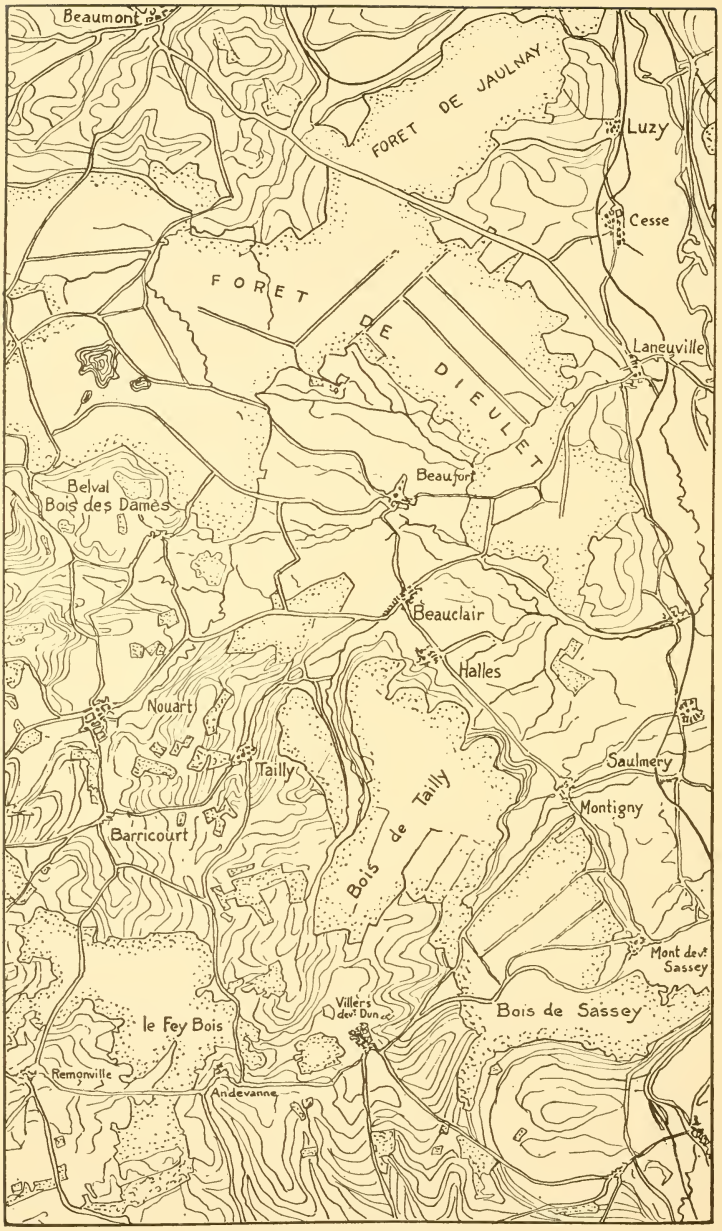
On the night of October 31st, as on the night preceding the St. Mihiel drive, a large percentage of the Supply Train was waiting ready to follow the dough-boys over the top with rations and material for the construction of trenches. Four "C" Company trucks were loaded with engineer material and waiting to go forward with the first echelon of Engineers, and several other

convoys of trucks were waiting in Bantheville to go forward with road material to keep the line of communications in operation.

The 184 men of the Supply Train on Special Duty with the 341st Machine Gun Battalion were waiting near Romagne with that organization to go over the top, some as ammunition carriers for the machine guns, while some had been put in as assistant gunners.

Traffic had been very heavy during those last few days because of the rearrangement of the artillery with the consequent movement of the heavy awkward tractors all over the area.

At this time the 90th Division was on the right of the 89th, the 2nd Division on its left; and everything was ready for the final offensive which was destined to bring the Boche to his knees, eleven days later.



Sector Beyond Bantheville.

CHAPTER XI.

THE ARGONNE-MEUSE OFFENSIVE.

Across from the American First Army, the enemy had concentrated Division after Division of his best troops determined at all costs to hold at the vitally important part of the line assigned to it. For in the general allied attack, the American Army was the hinge of the offensive, and its attack was directed at the important railroad communications of the German armies through Meziers and Sedan. Success of the American Army here would imperil the enemy's chances to withdraw his forces and also would mean his loss of large quantities of materials.

The first phase of the Meuse-Argonne offensive had begun on September 26, and in this the 89th Division had not participated except indirectly by patrols and raids back in the St. Mihiel Sector which diverted the enemy's attention.

Toward the middle of October, however, the Fifth Corps had, for the first time by hand to hand fighting, penetrated the Kriemhilde Line which the Boche had considered impregnable.

In the First Phase of the Meuse-Argonne offensive our First Army had captured such important villages as Varennes, Montfaucon and Septsarges. In the Second Phase, Romagne and Sommerance had been taken and the night of October 31st found our Army extending on a line in front of Bantheville.

The respect which the 89th Division had gained for itself before the commencement of the last phase of the offensive on the morning of November 1st, is shown by the following extract from an order of the 88th German Division which was taken from a German prisoner, just before the final phase of the offensive began:

"October 30, 1918.

"5. In the last few days considerable losses have been caused by the enemy artillery fire. These are only to be prevented when the troops dig themselves in well. Moving about in prominent places is without object, as the American artillery places all landmarks and woods under fire.

"I expect that the commanders personally see to it that the troops dig in and build shelters. Wood may be obtained in the Pioneer Park at Montigny.

"6. On the preceding night an American patrol hailed the 170th J. D. in German. This use of our tongue with the intention of deceiving our outpost has often been observed lately. The command has therefore ordered the use of a pass-word.

Pass-word for tonight, 'Dansig.' Pass-word from November 2, noon, 'Feuerschein.' Pass-word from November 5th noon, 'Fischetter.'

"7. The Division is again opposite the 89th American Division as in the St. Mihiel region. This Division is, as at that time, known as a good American Shock Division which undertakes many strong patrol movements. On the present sector the 89th Division is probably in line with three regiments in the front line, the fourth regiment in reserve. The Division is at full strength; its combat strength is high; namely 5 officers and 250 non-commissioned officers and men per company. From the words of prisoners brought in the last few days the Division has been placed in the present section for an advance. From various maps and other notes it attempts to take as its objective the line from Buzancy Heights, southwest to Stenay.

"The capture of new prisoners for the further clearing of the situation is urgently commanded."

It was at 10:30 P. M. of October 31st that the preliminary barrage started all along the line. Even this preliminary barrage was more intense than had been the final barrage back in the St. Mihiel Sector. This preliminary barrage lasted until 3:00. Then followed 20 minutes of comparative quiet and then again the barrage re-commenced with added fury. During the next two hours a continuous line of fire could be seen along the entire American front where countless batteries were raining their missiles on the Boche.

As in the St. Mihiel drive, our dough-boys went over the top at 5:00 A. M. behind a rolling barrage which the early stages of the advance easy. Convoy after convoy of our trucks followed the dough-boys over the top, supplying the necessities of the advance—ammunition, road material and rations.

In the early morning a string of 400 German prisoners came back under Military Police guard, continually grumbling among themselves about the terrific barrage, and wondering if the Americans had not invented a "75" machine gun for their destruction.

By nightfall of November 1st, the Second, 89th and 90th Divisions had taken Bayonville, Remonville and Andevanne, and the 89th had pushed well on toward the extremely difficult heights of Barricourt, which was considered the key to the enemy position.

That day was full of tremendous significance for the men of the train. Early in the morning had come the rumor that Austria and Turkey were suing for peace, and these added to prostrate Bulgaria left the Boche to fight his battle alone, and every man in the train could see the Boche's last hopes crumbling that day as the Division pushed forward victoriously.

The prisoners coming back had appeared to be an inferior class of men utterly demoralized and happy that there would be no more fighting for them, and once captured they had taken every possible means of showing their contempt for their officers.

The day of November 1st, was a very busy one for the Supply Train, for the large number of trucks on detail with the Infantry Regiments and Machine Gun Battalions, left a shortage

of transportation to take care of the rest of the Division's needs.

Company C's trucks had gone forward with the Engineers for the most part early in the morning, and by noon were working toward Remonville, which had been well inside the Boche lines a few hours before.

A small detachment from Company "C" had been detailed to assist the Engineers in making a road to a Field Hospital near Bantheville, about noon. This detachment of drivers had hardly commenced their work when they were attacked by a camouflaged Boche aeroplane which poured machine gun fire at them.

Among the Company "C" men who became casualties at this time, were Corporal Edward G. Jagels, wounded at Romagne on October 28, and Sergeant Earl W. Isgrig and Corporal David L. Swanson, gassed at Bantheville on November 1st.

The pursuit of the Boche soon became as fatiguing for our truck drivers as had been at first the pursuit of our own dough-boys. After our Division's advance had once been set in motion, the Boche retreated so rapidly, holding only here and there, his especially strong points, that it became necessary in many cases to carry our dough-boys in trucks to the rear of the Boche to accelerate his retirement. These convoys saw much of interest but probably no more than any other groups of trucks dispatched out by Supply Train Headquarters that day and the days that followed.

The following experience of a detail of Company "F" trucks told by Sergeant Fred A. Liebers who was in charge is interesting as indicative of what the average convoy was doing at this time:

"About noon of November 1st, my convoy consisting of 10 trucks was ordered to report to an Engineer officer at Romagne. We were used the remainder of the afternoon on minor details. About 11:00 o'clock that night our trucks were all well loaded with engineer material and we were ordered to remain in Romagne for the night, and get instructions as to the disposition of our load in the morning.

"There was nothing for us to do but make our beds on the rocks and other materials we were hauling on the trucks. The Engineer dump just outside of Romagne near the cemetery was a real 'Dead Man's Curve,' as it seemed to be a favorite target for the Boche pleasantry in the shape of H. E. and Gas.

"It seemed as if we had no more than gone to sleep when we found ourselves all sitting upright on top of the rocks, feeling as if some one had hit us over the head with a club. Our awakening was in a flash of fire, a terrific explosion and a shower of rocks and earth which sprinkled over us.

"As there was no place to protect ourselves from shell fire we lay there on the alert for some time while the shells were dropping in close to us. Most of these shells were duds, but it was second nature to lie flat as we heard them whistling in, and the strain on the nerves was rather great.

"In the early morning we were ordered to Remonville where it was intended to establish the new dump. Traffic was light so we arrived at Remonville in good time, but once there we were informed that our destination was now the Barricourt woods.

"The road to the Barricourt woods was soft and full of shell holes, and in places we had all we could do to pull our trucks through on low. The sides of the road were strewn with dead soldiers and horses and just before we got to the woods we saw the 342nd Machine Gun Battalion, which convinced us that the front on which the Division was fighting was not far ahead. Just as we were trying to get our trucks down an impossible stretch of road in the woods, the officer there ordered us to move on to Barricourt itself and establish the dump there.

"As we pulled out of the lower edge of the woods, we met several stretcher bearers who expressed their astonishment on hearing where we were going, saying that the dough-boys were still fighting in the streets of Barricourt, for possession of the town.

"The sides of the road were now covered with wounded and dead. As we arrived just outside the village we found a barricade across the road made of some old wagons, and some rock and lumber. A Boche machine gun was behind this and the five Germans who had manned it, lay dead in a pool of blood almost 50 feet away.

"We tore down the barricade and followed the dough-boys into Barricourt where they were still routing Germans out of dugouts and buildings, and taking the wounded to the first aid station. We started the unloading of the trucks in Barricourt.

"About noon eight or ten Boche planes came over and treated us to a machine gun strafing during which, of course, we kept under what shelter we could find. Then the Boche artillery began to shell the town with big ones, most of the shells striking uncomfortably close to the church by which our trucks were parked, and finally they were coming in so thick that we had to scatter our trucks so that some one shell would not get a large percentage of them.

"We finally started away from Barricourt about one-thirty, our trucks all unloaded. We had to go back by the Bayonville Road which at that time was really a swamp and it took us four hours to get our trucks through it, making the foundation of the road as we went, with wood and rock, and Boche helmets and rifles.

"We got back to Ivoiry about 10:00 P. M. and had several hours sleep, before our next detail."

And so scores of details went in those early days of November. The 89th Division had quickly taken its most important objective, the Bois-de-Barricourt. It is said that Marshal Foch, Commander-in-Chief of the Allied Armies, on hearing that the Bois-de-Barricourt had been taken, rose to his feet excitedly and exclaimed: 'The war is finished.'"

The advance of the 89th Division was rapid. The night of November 2nd had seen Barricourt passed and our troops in Tailly and just at the edge of Nouart. The night of November 3rd found the Division at the outskirts of Beauclair, having encountered some rather bitter fighting, but never dropping behind schedule. The fighting on November 4th resulted in a big advance which put the Division beyond Laneuville. Further advance put our troops on the banks of the Meuse by the night of the 5th, ready to attempt the crossing.

In this preparation, Company "C" which had closely pursued the infantry in its rapid advance was taking an active part,

hauling bridge material and boats for a pontoon bridge to effect the crossing. These trucks from Company "C," and detachments of the train had followed the infantry closely into Beaufort, Halles, Laneuville and then Stenay, in many cases truck drivers watching from a high point the fighting in the next valley.

In innumerable cases during this time, individual men had been pressed into all sorts of service—as first aid men—as stretcher bearers—to actually join in the fight—and to carry the wounded back to hospitals.

The experience of the 184 men whom the train had sent on duty with the 341st Machine Gun Battalion is extremely interesting in this connection. The following story told by Private 1st Class Alvin C. Brandt of Headquarters Detachment, one of the men sent on Special Duty with the Machine Gun Battalion, gives a good impression of the experience those men had; an experience which is particularly interesting because although every man had had some experience with infantry drill, not one was in the least experienced in Machine Gun warfare:

"On October 25th the replacement of which I was a part, left Ivoiry by truck for Gesnes, France, to report to the Commanding Officer of the 341st Machine Gun Battalion.

"We left our trucks in this village and then went on foot two miles to Romagne to a large barn, the top of which had been blown off by a German shell. There we were assembled the next morning walking a mile to the Argonne Forest where we were served our breakfast and assigned to Company "B" of the Machine Gun Battalion.

"That night my squad with six others was sent up to dig machine gun pits a few hundred yards behind the front line trenches, so we made our way up through gas and wire entanglements and then across an open field to the place our pits were to be dug. Our work was unmolested that night and at 2:00 A. M. the next morning we started back.

"The third night our squad carried ammunition from a nearby barn to the pits, our work being much more difficult now because the Boche aeroplanes and artillery had located our whereabouts.

"These ammunition boxes contained 1200 rounds of ammunition, and weighed 147 pounds. Frequently as we trudged over the rough field stumbling in water and shell holes under this weight, "Jerrys" flares would lighten the night as far as the eye could see. At these moments we would halt in our tracks until the light disappeared, then run for safety to the nearest pits.

"Then his shells would drop around us, and he would turn his machine guns on us in a rain of bullets, but without harming us as we would be concealed three or four feet below the surface—by this time. In the early morning, one of the squad told us our ammunition carts were waiting for us near the barn, so we retraced our steps, a shell dropping in the middle of the barn just as we approached it. The shells dropped all about us as we went back with the ammunition carts, but finally we had arrived at the edge of the forest and had trudged the two miles through it to a few hours of sleep.

"On the night of October 31st, we loaded our tripods, Vicker's Machine Guns and other equipment on our horse carts,

taking three days' rations for men and three days' feed for horses with us. Another detail had been working on the pits during that evening, and by the time we came up these were finished. We carried 27,000 rounds of ammunition for each gun, and by midnight everything was ready.

"There had been a fairly heavy barrage all night until 3:00 o'clock which with the roar of a tremendous gun at about 3:20 caused the answering signal to flash all along the line. Our 48 machine guns were in action at the moment, discharging ammunition at the rate of 250 rounds per minute.

"At 4 A. M. the asbestos cooler around our rifle became boiling hot and the piece ceased to fire. At 4:30 we resumed fire, having refilled the cooler with water several times. This time we raised the barrel a few inches as our infantry was soon to go over the top. We were now throwing a barrage over our infantry about a mile ahead of us, and every 15 minutes we raised the point of our barrel so that we would not catch our dough-boys in our own barrage.

"An hour later the order for rapid fire was given and our gun began speaking at the rate of 500 rounds per minute, as we had been told that all firing would cease at 5:45. Discharging 2000 more rounds we were ordered to load our guns on the carts.

"After we had loaded our guns most of the men were under the impression that the battle was over and that Jerry was conquered, but in reality Jerry was very much awake now and on the alert.

"Our carts pulled out to the rear of where we had thrown our barrage, and then our train traveled in a half-circle past numerous large naval guns and French 75's. In the meantime we had met 40 or 50 German prisoners whom our infantry had sent back with stretchers to pick up the wounded.

"By this time Jerry was ready for a counter attack, and a cloud of smoke from the hill east of us, convinced us that he was about to begin to set down his barrage. Our carts were immediately pulled alongside the hill and unloaded, leaving the horses hitched to the wagons.

"A rain of shells was coming in by this time and I had found shelter in a little pit which I tried to make deeper, despite the fact that it was dangerous, because of low flying shells, to even raise up on the knees.

'A few minutes later one of our horses was hit by flying shrapnel. It was now 10:30 A. M., and shells were falling quicker than before, and our artillery which we had seen on the road three hours before was now in action again. At this time a messenger sent from our hill with orders to our men on the hill opposite us was hit by shrapnel.

"We then started out across No Man's Land, carrying our equipment and allowing the carts to go by the road. Then we dug in in a wheat field, where digging was easy, and pushed on through a timber at the edge of which we saw a large plain with Remonville set in the middle. We encamped for the night there, having covered over 7 miles of territory carrying our heavy machine gun equipment the entire distance, as our carts could not follow us through the timber.

"We started out again early the next morning, having some difficulty as we passed the cross roads near Remonville which Fritz was keeping under continuous shell fire.

"Our train again advanced on November 4th, by that afternoon being 15 miles from Romagne where our advance began November 1st. The fields here looked as if they had been plowed, our heavy artillery having wrought havoc, and Jerry's dead horses and disabled trucks lay all along the road.

"Some of our dough-boys had gone beyond their objective and were caught in our own barrage and others were killed in counter-attacks of the enemy, but we had exacted a heavy toll of Boche dead too. By this time we saw our dough-boys being hauled along in trucks to enable them to catch up with the quickly fleeing Germans, and thus complete their rout.

"That night we had advanced to Tailly, and by the night of November 5th, had gone on to the Beauclair woods where our carts were unloaded and we proceeded on foot into the timber to camp there. Our slickers were our only protection from the rain and we slept on our packs, the next morning digging in and putting up our pup tents in the woods.

"About 1:00 A. M. an enemy shell hit the top of a large oak tree near the pit in which we were sleeping injuring one man in our pit, and four sergeants in the vicinity.

"November 8th we went into the Beaufort woods remaining there until November 10th, traveling on that day to Laneuville where the drivers took care of the horses while we prepared for a barrage. The place chosen for our guns was too far for us to carry the heavy ammunition boxes, so the boxes were opened and each soldier carried 600 rounds of ammunition to the pits one-half mile away along the railroad to Stenay. The heavy artillery was not with us to protect us in case the enemy followed our barrage with a counter-attack. We were at a loss to understand whether another drive was to take place, or if we were put here as snipers, and the old gunners were not anxious to throw the barrage over, believing that the enemy's one pounders would shatter our gun positions before we could reach the road in safety.

"Shortly before six o'clock in the morning of November 11th, we were ordered to vacate the place, going back to Laneuville feasting on a dinner from buckwheat flour, potatoes, pickles and sauerkraut which Jerry had left in his hasty retreat.

"At about eleven o'clock all guns were suddenly silent and although everyone noticed the change no one was able to account for it. It was several hours later that we were informed an armistice had put an end to the fighting, and three days later we returned to the Supply Train."

It had been an exciting experience for all of the 184 men who had gone on the detail.

The individual experiences of the other men who had gone on the detail were various. Probably one of the most unique of these was the experience of Private Antonio Papa of "F" Company who had a horse blown from under him, and his cart demolished behind him. At this demolition of his transportation he became so angry that his comrades had difficulty in restraining him from charging the enemy alone.

In the meantime the train had been having one of the most trying periods in its history. At a time when it had its greatest

need of personnel, it had been stripped down to the least possible number of men that would allow the operation of its transportation.

On November 4th Supply Train Headquarters had moved to Remonville, the entire train assembling there except Companies "C" and "E" which were still on Special Duty, the former with the Engineers, the latter with the Sanitary Train.

Headquarters were established in a large chateau which also provided billets for all officers in the train and for Headquarters Detachment. The Companies were billeted in wrecks of buildings which the Boche had left in a terrible state of police. In Company "D's" kitchen for instance, it was necessary to remove a number of German dead before the field range could be set up. And there were dead Boche and horses all through the streets of the town.

Company "F" policed up a place on the side of the hill near town to pitch its shelter tents using an old stone building with no roof for a kitchen.

Incidentally several officers of the train discovered in the woods near the Remonville-Bayonville road, an abandoned Boche battery of big guns, one of which had charted as its objective the town of Ivoiry. This had undoubtedly been one of the guns which had caused us so much trouble while in that village.

A large percentage of the trucks not on special detail had been operating during these days out of Beauclair and Beaufort successively designated as the Division Ration Dump, and the number of casualties in the train had been increasing each day.

On the afternoon of November 5th a large convoy of Supply Train ration trucks while unloading at Beaufort were in unusual peril for several hours, and a number of men became casualties at the time.

The trucks were being unloaded one at a time and the drivers standing near their trucks listening to the crashing of shells near the dump. Suddenly three shells came over in quick succession, the third making a direct hit on a Quad truck loaded with big shells. The driver of the Quad was killed instantly and then came a fierce and heavy bombardment by the Boche, as the flare of the exploding shells on the Quad made a good target for his artillery. As the trucks were unloaded they were ordered to pull away as rapidly as possible, for congestion of traffic at the dump made it become still more dangerous.

In these first few days after the drive began, four Supply Train trucks were almost utterly wrecked by direct hits from Boche artillery.

At this time when the Boche army was retreating as rapidly as possible a detail of two "C" Company trucks was given one of the most interesting and perilous missions that fell to the lot of any Supply Train convoy in the Meuse-Argonne offensive.

On the night of November 7th the possibility of a crossing of the Meuse river that night caused our infantry regiments which were pushing toward the river to call for pontoons to aid them in making the crossing. The detail was to bring an engineering detachment and two boats to the edge of the Meuse river at Laneuville which was but a few kilometers from Stenay.

Sergeant Watkins was placed in charge of the convoy of two trucks and had as drivers on one truck Corporals Gray and Marcus and on the other Corporals Franzen and Cross.

After dusk that night the two boats were placed on one truck and the engineer detail of thirty men on the other. They made the trip to the river successfully despite heavy shell and machine gun fire, and ten of the engineer detachment went across the river on the first boat put in the river. This detail was forced to come back however without accomplishing its mission of preparing the pontoon bridge because of the intensity of the machine gun fire rained on them from the guns in Stenay which was still in possession of the Germans.

Corporal Franzen was successful in returning to Supply Train Headquarters before twilight the next morning; but Corporal Gray was forced to ditch his truck when a shell breaking immediately in front of his truck killed two horses and destroyed a combat wagon which had been on the road in front of him. As this truck came to grief at a spot which was under direct German observation it was not possible to get it back into service until three days later, the morning of the armistice.

On November 8th rumors became more persistent that the end of the war was near and that German plenipotentiaries had been sent over across the lines, suing for an Armistice. Simultaneously came the information that the Kaiser had abdicated, the Crown Prince had renounced his claims to the throne and both had fled from Germany to Holland.

The verification of this story had brought with it the news that Marshal Foch's Armistice terms had been "Unconditional Surrender."

Therefore when on November 11th the order came from Division Headquarters that all fighting in the air, and on the land and sea would cease at 11 hours of that date, the members of the train realized in their usual quiet and undemonstrative way that the greatest war in all history had finally come to an end, and from that time on trucks might roll down the roads of France, head lights flaring, without fear; that there would be no more nights when sleep would be banished by the whiz and crash of shells; in short that we were at last on the homeward journey. We realized there in Remonville that the armistice had not ended our work, but we did realize that it was but a question of months before we would be starting back home.

PART III.

IN THE ARMY OF OCCUPATION.

CHAPTER XII.

AFTER THE ARMISTICE.

Immediately after the armistice when the strain of battle was over, and when the Division's condition of status quo made the train's work temporarily lighter, Headquarters remained in Remonville, all the companies assembled in the same town, and we waited—waited for our next move of whose nature we were uncertain.

It was a much more trying period than had been any period when the train had been in battle. Every man in the Division was impatient to know what was coming, and rumors as to the nature of our next move became as universal and as generally incorrect as had been the rumors of the time of our departure from the States when we were back in Funston.

The first rumor was to the effect that the 89th Division would go along into Germany as a part of the Advance Guard of the Army of Occupation. This rumor had foundation in fact as at one time it had been planned to use the Division thus. With the rescinding of this order, the rumor spread that the Division was slated for a quick return to the States. And so it went; each day there in Remonville saw the birth of a new rumor which rarely lived longer than the next day.

On the day after the armistice, Major General William Wright had been relieved as Division Commander to take command of the First Corps. He had been in command of the Division since September 6th, and was universally loved.

He was succeeded in the command by Major General Frank L. Winn who had brought the Division overseas from Camp Mills in June and had remained in command of the Division until Major General Wright's assignment to it.

The train during this period had been functioning normally, operating over roads gradually improving on account of the work of the Engineers, and operating with less complicated machinery, because of the very stability of the Division, holding a portion of the front line on the Meuse, as it was, with orders not to advance.

At this time Major Cole who had labored ceaselessly for the efficiency of the train and consequently the uninterrupted operation of the transportation of the Division, received news which was almost unbearable after his vitality-sapping work those days and nights in the Argonne-Meuse Drive. A cablegram arrived telling him of the death of his wife. It was a time of great sorrow in the train for every heart went out to his in deepest sympathy.

On November 21st, Company "C" was ordered transferred to the Headquarters of the Third Army, just being formed, although the order was quickly amended so that the Company was merely placed on Detached Service with the Provisional Supply Train attached to those Headquarters.

On that date, Captain Orr, and Lieutenant McGuffey with Company "C" which had been with us in Funston, had come with us through two drives, departed, going first back to Dijon. At Dijon the Company drew trucks and convoyed them immediately to Luxembourg by way of Metz reporting there to the Chief Motor Transport Officer of the Third Army for duty.

In the meantime orders had finally come through for the disposition of the Division, and these ended a period of great nervous strain.

Late the same evening of the departure of Company "C" from the train, had come orders from Third Army Headquarters, reading as follows:

"Under instructions from higher authority, the 7th Army Corps consisting of the 7th Corps Staff, and the 5th, 89th and 90th Divisions, will pass under the Command of the 3rd Army at 5 hours, 22 November.

"3. * * * * * The assembly of the Corps will be made with a view to its following up the 3rd and 4th Corps after they cross the Luxembourg-German frontier, about the first of December, with 1 Division in rear of each Corps.

"4. Headquarters of the 7th Army Corps will open at Virton at 12 hours, 23 November. * * * * *"

So came the news that we were to be a part of the Army of Occupation, and were neither scheduled for immediate return to the States, nor for a tiresome and uncomfortable halt in France.

It was an announcement which meant great added responsibility for the train, for it came at a time when we had less transportation than at any time in our history; less than 100 trucks and less than 300 tons of transportation. This was due to the fact that Major Cole had sent back to the Motor Parks in the S. O. S. a large amount of inferior transportation, rendered so by long usage, on the assurance from First Army Headquarters that it would be replaced with new. With the transfer of the 89th Division to the Third Army came a cancellation of this order, and a failure to return the transportation we had given up.

In addition the gasoline problem had become a tremendously pressing one immediately after the armistice. With the signing of the armistice a large percentage of the French gasoline stations had closed up, and there were many great transportation problems to be solved before the necessarily large quantities of supplies could be gotten up to us.

At that time the 89th Division was supposed to draw its gasoline from the Railhead at Dun-Sur-Meuse, but the supply there was so limited that it was necessary to send convoys in search of gasoline all over the area of the First Army and even far back into the S. O. S.

The oil question was just as acute, trucks being sent at times to Salvage Parks to draw the oil from the crank cases of salvaged vehicles, and many other devices being resorted to to obtain it.

With all of these problems at least temporarily solved the Supply Train was ordered to begin its long hard move toward Germany on the 24th of November, 13 days after the armistice had silenced the last hostile shot.

CHAPTER XIII.

TOWARD THE LAND OF THE BOCHE.

It was at 7:30 P. M. the night of November 24th that the Supply Train left Remonville, France, beginning its movement toward Germany. It was again hauling the Division's equipment, rations and supplies, although on this occasion the arrangements provided for the advance of all foot troops by marching.

But this very arrangement made a complicated problem for the train handicapped by shortage of transportation. It provided widely scattered ration dumps which were daily changed by march tables. These of course were dependent on the rapidity of the march of the foot troops.

The success of our railway engineers in constructing new railway trackage where the Boche had destroyed it, made it possible of course to allow the railhead to keep pace with the advance of the Division so that there was never any appreciable lengthening of the lines of communications. But these very changes made the details of the advance of the Division an increasingly complicated game to be played.

The first jump of the train was from Remonville, through Stenay and on to Montmedy, the immensely important French railway town near the Belgian border, which the Boche would have attempted to hold at all costs, had he determined to attempt to continue the fight.

The trip to Montmedy was through beautiful valleys, and wondrous little villages, although here and there the Boche marauder had left the trail of vandalism behind him in the shape of rows of young trees felled and long lines of telephone and telegraph poles chopped down for no other purpose than the destruction itself.

The train was billeted in a number of large houses in Montmedy, all of which had been left in filthy condition by the defeated Boche army, which had passed through a few days before our arrival.

Company "F" was billeted in a large theater which had been erected for the German soldiers. In every way the invader had done his best to Germanize the entire town, renaming its streets, and covering its hillsides with dirty, ugly barracks.

The train remained in Montmedy until the afternoon of November 26th, when it moved to Chatillon, Belgium, a billeting party having gone on ahead that morning across the Belgian border, and through Virton and St. Leger to Chatillon.

The entrance into Belgium was like a homecoming to our men, acclaimed as they were at once by the natives as saviors of the country. As the convoys of the trucks rolled through the towns, the men, women and children waved or saluted, the girls threw kisses and flowers, while all shouted their welcome. A sign posted on a tree at the outskirts of Chatillon by some zealous individual eager to show us the sincerity of the welcome, might be criticised as to the purity of the English used, but the purity of the feeling exhibited is above reproach. It read:

"TANK COD FOR PRESIDENT WILSON."

And at once were they anxious to show their welcome. Every house in town was anxious to furnish billets to us, and a newly arrived representative of the Belgian Mission was busy at once, making our stay there pleasant.

The women who from acquaintance with the German soldiers, had at first risen to their feet in terror as our men entered the rooms, soon were put at ease realizing that our men had come to subdue Germanism just because it represented that sort of thing.

Thanksgiving day was spent in Chatillon and it was a day of thanksgiving for the Belgians too, for on that day came a courier from their King Albert reassuming control of the country and announcing that he would personally be in Arlon some time later.

The tales of cruelties practiced by the German officers and soldiers on the civil population were the first we had heard direct from the persons on whom they had been inflicted, and for the first time we realized what German Occupation had really meant to Belgium.

On November 30th the train moved on the short distance to Arlon arriving there at 11:30 A. M. and taking over one of the large barrack buildings in the Caserne Leopold—a huge four-story affair that very comfortably housed all our men, all company kitchens being established in great rooms on the ground floor. These barracks recently evacuated by the Boche, were also in a terrible state of police, and the courtyard surrounded by the barracks was piled high with dirt and rubbish of all sorts, intermingled with Boche helmets, rifles, machine guns and even abandoned trucks and trailers.

Here again the problem of gasoline and oil became a tremendous one and convoys were dispatched as far back as Bar-le-Duc by Major Cole to try to remedy the situation.

Temporarily delayed by this, the train at last moved on across the border into the picturesque Grand Duchy of Luxembourg, resting for one night, the night of December 5th in Mersch, and moving on the next day to Echternach, where Division Headquarters was temporarily established at the time.

Echternach was located on the banks of the Sauer River —and across the Sauer was Germany. It was an interesting night there in Echternach although our men were billeted in barns, under sheds, and some under their own shelter-tents.

That night had come into our hands the preparatory orders for our entry into Germany, which had found us ready to cross the bridge into Germany, our infantry having already crossed the river that day.

Extracts from the order are as follows:

"HEADQUARTERS
89TH DIVISION
American Expeditionary Forces.

General Orders. December 5, 1918.
No. 103.

"1. Tomorrow this Division marches into Germany. Every man is proud of this Division, proud of its fine record, proud it has been selected to represent the United States on hostile soil.

"2. The Commander-in-Chief has called on us to deal fairly with the German people. Our great nation entered this war to give oppressed people a square deal. With our Allies we have won the victory which guarantees this square deal. Our Army of Occupation is here to secure this square deal. We demand it, we enforce it and we will also give it.

By command of Major General Winn:

John C. H. Lee
Colonel General Staff,
Chief of Staff."

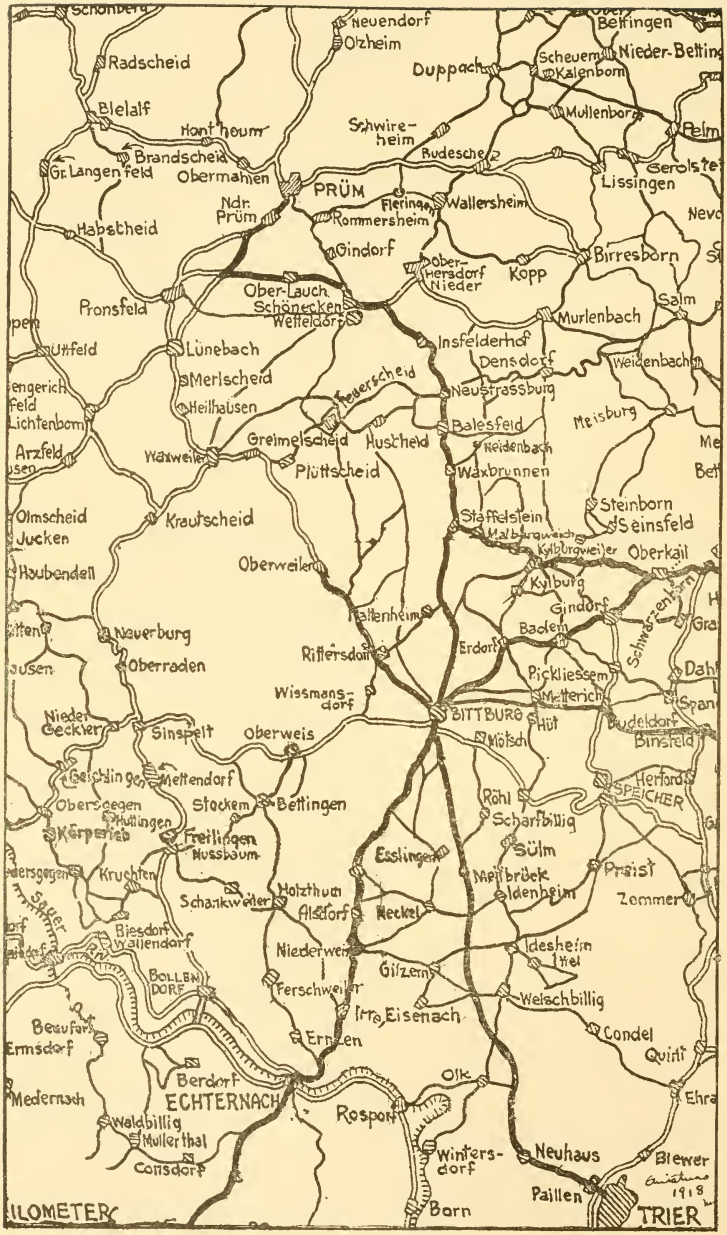
The following proclamation had also been issued in the meantime to the German people by Marshal Foch:

"The Allied authorities now assume command of your country and require from everyone the most exact obedience of orders, laws and regulations as they now exist.

"All public offices will continue to operate under the control of the military authorities, officials must do their duty and will be obliged to honestly take care of the work they are in charge of. Courts will continue to function. The inhabitants must refrain from speaking and acting in any hostile way against the Allied authorities. They must obey all requisitions which will be ordered in accordance with law. Anybody convicted of crime or offense, either as an author or accomplice, will be immediately taken into custody, and tried before a Martial Court. Any breach of law against orders known by the population as well as any denial of obedience will be vigorously punished. This proclamation sanctions the occupation of your country by the Allied armies, shows to all their duties which is to help the return to a normal life, by working, keeping calm and disciplined. All of you must actually work for that end.

FOCH
The Marshal of France,
Commander-in-Chief of the Allied Armies."

So it was that late the night of December 7th the Supply Train was moving across the Sauer River into Germany, prepared for the days ahead and realizing to some extent the great responsibilities as to conduct and discipline that were to devolve upon it as a part of an Army of Occupation on hostile soil, among an enemy who might be expected to be as wily and cunning in peace, as he had been crafty and cruel in war.



Sector About Bitburg.

PART XIV.

RHINELAND.

On the morning of December 7th, a billeting detail from the train had gone on across the Sauer River into Germany, through Bitburg and on to Kyllburg which had at once been established as Division Headquarters.

About 10:00 o'clock that night the town of Oberkail, a few kilometers away was assigned to the train for billeting purposes, but it was midnight before the billeting detail could reach there and summon the burgomaster of that sleepy little country town to tell him the wishes of the train.

One by one the inhabitants of every house in the town were awakened to prepare for the coming of our men, and within two hours all arrangements were complete for our arrival.

The two days in Oberkail were uneventful, but more than usually restful for the men, as the Germans were apparently anxious to do everything possible to please these soldiers whom they did not understand, and whom in a great measure they feared.

On December 10th, one Battalion of an artillery regiment having joined us in Oberkail, informed us that we had been ordered to move to Speicher. Major Cole without further delay ordered the billeting detail to go back to Bitburg and make arrangements for the train there instead, as it was understood that the next day the town would be evacuated by Third Army Headquarters which would move on to Coblenz.

The train once located in Bitburg, the men at once began to accustom themselves to their unusual life, living in greater comfort than at any time since their departure from the States, but nevertheless living among the enemy. The men were scattered in billets among the inhabitants over the town, most of them being provided beds, and those who had not this luxury being given wooden bunks and bed sacks.

Shortly after our arrival in Bitburg, the Headquarters of the 164th Field Artillery Brigade moved to Bitburg, and its commander, Brigadier General Donnelly assumed command of the Kreis of Bitburg.

At about the same time Company "F" was sent to Trier to take care of the Railhead detail there and a detachment from Company "A" was sent on the same mission to the Railhead at Prum.

At this time there were many convoys of the train on detail bringing Motor Transportation from Dijon to the Division and the Third Army at Coblenz, and many smaller details of trucks which were sent to Coblenz for spare parts. The transportation of supplies from the three railheads in the Divisional area to the various organizations scattered over the wide sector occupied by our troops kept the train busy—and especially was this true when the desire to keep the transportation of the train in perfect condition at all times, led to the issuance of an order requiring every driver to put his truck in spotless condition after every trip.

In addition systematic instruction of the entire train was conducted by the simple process of holding out of service half of the train for instruction. But the great demands on the organization for transportation at this time made this impossible of achievement a large share of the time. However, a great amount of instruction in military drill and courtesies was given; a school for illiterates was conducted, and a pistol and a rifle range were constructed in the hills, outside of Bitburg for the practice of the members of the train.

In addition to this special instruction, a class in boxing and wrestling had been organized in Bitburg for Supply Train personnel, and basket ball and base ball teams were organized by the train to meet the teams from other organizations in the Division.

A liberal policy of permissions adopted at this time by General Headquarters gave practically every man in the train a chance to go on leave in the next few months—a wide variety of choice as to the place of leave being offered—France, Italy, Belgium, England, and in Germany to Trier and Coblenz.

And the system adopted for the entertainment of the troops in the towns in which they were billeted was at once tremendously successful. It provided for the organization of entertainment troupes by all organizations which in turn gave their entertainments around a wide circuit.

The Supply Train show at first coached by Captain McGee and Sergeant Epstein and later by Lieutenant James F. Keel, assigned to the train in February, was called "That Different Show." It was so successful in its circuit of the Divisional Area that after the completion of its tour it was invited to show at Kyllburg in honor of Major General Wright, former commanding General of the Division, and now commanding the First Corps. This performance never actually took place however. This sort of entertainment was supplemented by professional talent and moving pictures so that almost every night saw the large auditorium behind Supply Train Headquarters crowded with our men, enjoying some entertainment.

In the meantime some other changes in the personnel of the train had been occurring. Captain C. M. Fuson, Commanding Officer of the Medical Detachment had become ill late in December and had been replaced by Captain Christian H. Koentz. Five new lieutenants came to the train in the next two months and had a wide variety of experience. Lieutenant James C. McIlwain had been put on Special Duty with the Division Motor Transport Officer, Lieutenant Neal F. Snellgrove had been assigned to duty with Company "E," and immediately placed on Special Duty with Headquarters of the train

as Assistant Adjutant. Lieutenant Ralph C. Mason was put on duty with Company "D," and Lieutenant Keel was made Entertainment Officer. Lieutenant Howard D. Dague was put on duty with Company "E" and assigned to the additional Special Duty of Post Exchange Officer for Bitburg.

Lieutenant Joseph L. Patton had been transferred from the 314th Military Police to the train, and placed on duty with Company "E" but had not been with the train but a few weeks before orders came through directing him to report to the 26th Division for return to the States with that Division.

The general comfort of the train had during this time been greatly improved, large and airy mess halls and kitchens being erected in Bitburg for our companies, and in addition there was a redistribution of billeting areas with a decrease in the number of other soldiers in Bitburg, giving our troops much more comfort.

It was in February that rumors began to circulate as to our return home which were quickly followed by official announcement in General Orders from General Headquarters that the 89th Division was to sail in June.

It was about this time that the series of games for the A. E. F. football championship commenced. The 89th Division football team first gained the 7th Corps championship by defeating the strong 90th Division team in Wittlich. A fortnight later the team defeated the 4th Division team for the championship of the 3rd Army, and then went to Paris, where a succession of three victories over St. Nazaire, Tours, and the 36th Division respectively gave the championship of the American Expeditionary Forces to our team, and incidentally brought a greatly multiplied number of francs back to their place of origin.

Then followed a quick series of inspections—inspections in which the train was somewhat handicapped in comparison with most of the other Divisional organizations because of the tremendous amount of work it had done since reaching Germany, but from each of which it emerged successfully.

First came the inspection by the Commander of Trains, Colonel Whitside, whose office since our arrival in Germany had been given the disposition of all Divisional Transportation.

Then on March 15th the Division Commander, Major General Winn inspected and his inspection was followed on April 7th by the inspection of the 7th Corps Commander, Major General Haan. In that inspection our men just in from long nights and days on the roads, appeared for the inspection as immaculately as if they had been passing a week of preparation in barracks and lined up for inspection on the Railhead road out of Bitburg a column of trucks which were spotless and almost perfect (although shrapnel spattered) despite the fact that we had brought most of them through two gruelling campaigns.

Preceding the detailed inspection, the train had marched in review before the Corps Commander in column of companies with the precision of a trained dough-boy outfit.

Toward the middle of April it was definitely stated that the Division would begin to leave Germany for Brest, France, on May 6th and that the movement would be completed by May 12th.

On April 23rd the inpsection of the Division by General John J. Pershing, Commander-in-Chief of the American Expeditionary Forces, took place just outside Trier near the Zeppelin Building there. The foot troops of the Division had concentrated around Trier for several days prior to the inspection, planning not to return to their old billeting areas, but to leave from their new locations about Trier for Brest.

The Supply Train along with the other trains of the Division was to take up its position for the inspection along the Wasserbillig-Trier Road, so the start was made before dawn of the 23rd, Captain Wilkins being in command of the train temporarily during the absence of Major Cole at Nice on sick leave.

The inspection of the Division and presentation of decorations by the Commander-in-Chief began about 1:00 o'clock, and about 3:30 P. M. the Division passed in review to the music of the consolidated bands and bugle corps of the Division, and the manner in which the troops marched, and the ponderous formation of the march itself, were so thrilling as to make the whole thing almost awe-inspiring.

Immediately afterward General Pershing inspected the transporation of the Division along the Trier-Wasserbillig road, with a keen eye, peering at every man in the Supply Train as he passed.

His message to the Commanding Officers of the various trains after the conclusion of the inspection was that he wished to express his great pleasure at the excellent appearance of personnel and material of the trains which showed the painstaking efforts of all.

In conclusion the Commander-in-Chief addressed as many men of the Division as could crowd in the great Zeppelin shed, stating in the course of his remarks that he considered the 89th Division unexcelled by any Division which had entered the lines in France.

The last of the much feared inspections was over, and the train had come through each successfully. This last, the inspection by the Commander-in-Chief, every man realized was the final ceremonial in Europe—so on that night of April 23rd every man went to his bunk thinking of home, and realizing that but a short time would find him back in the States.

PART IV.

AND THEN AT LAST

CHAPTER XV.

HOME AGAIN.

Our last few days in Germany, although the weather was beautiful, seemed longer to us than weeks had seemed before and this was much accentuated when the time of our departure was postponed from May 6th to May 13th.

In those early days of May Lieutenant Scogin, our dental officer was transferred to Army Headquarters leaving us to go to Coblenz, and being replaced by Captain Tuttle. We learned shortly afterward that Lieutenant Scogin was promoted to the grade of Captain immediately on his arrival in Coblenz. Lieutenant Mason who had been on duty with Company "D" was also transferred at this time going to 7th Corps Headquarters at Wittlich.

A few days before the scheduled departure of the train Lieutenant Bernet who in civil life had been a newspaper man was given an opportunity by American General Headquarters to make a tour of inspection of the S. O. S. and American battlefields in company with about 120 other former newspaper men, and he was transferred from the train on the 9th of May going to Coblenz to meet the inspection party.

The historian of this narrative is dependent for the incidents which ensued on the letter of Captain Ralph McGee, commanding officer of Company "E," written by Captain McGee on Major Cole's request from notes he made in the course of the trip back to the United States. The letter follows:

"Bitburg to the United States—A Resume.

"After weeks of rumors, and rumors of rumors, the Division received its travel orders, with much mention of the mysterious 'D' Day and 'H' Hour. Of course the Supply Train was last on the schedule, and had to sprint at the finish at that, because trucks were operated until May 11th, moving most of the divisional units to their entraining points at Prum, Erdorf and Trier.

"But at dawn on May 13th the last truck had been swept and garnished, oiled and polished, the last bit of salvage disposed of, the last thousand gallons of gasoline in Germany consumed in a frantic attempt to get all the "600 W" out of the driver's overcoats; packs had been rolled and billets policed, and every private and lieutenant was engaged in the last fraternizing of the 89th Division.

"At 7:00 A. M. we embussed for Erdorf, where we stowed away on a long troop train chaperoned by the Headquarters

Troop and Detachment, and Division Headquarters, including the Chief of Staff and all the 'G's.'

"The three days' trip to Brest was eventful, to say the least, but none will ever forget it anyhow, so a record of it here would be useless. But I humbly wonder whether many of us case-hardened sinners, as we policed up France on that trip, stopped to watch the masses of white clouds piled up over the long lines of poplars, or caught the reflection of white walled cottages and blooming fruit trees which the wise old canals sent up to us, or understood the patient dumb eyes of the Bretagne peasants whose children scrambled for our chocolate and gum. France, assuredly, never was fairer nor lovelier than when we crossed to Brest and for once we could truthfully call it Sunny France.

"At Camp Pontenezan, or Camp Duckboard, as it is better known, we went through the mill with a vengeance. From 5:00 P. M. on May 16th, when we arrived, until noon on May 19th when we marched for the harbor, we were double timing, from the delouser to the quartermaster, from the quartermaster to the show-down inspection shed, and three times a day we double timed to meals where we ate by the counts, and had a jazz band playing all the time so we wouldn't lose the count. We have had some rapid medical examinations in our army days, but never one like Camp Duckboard, where it was 'One, Two. Three,' and at 'Four' you had to be under the shower or you missed your bath.

"The hike to the dock was long and hot, and packs were none too light, but never a man fell out, and down to the smallest son of Italy in the last Company, each man sang out his name as he passed the checker as though it was the pearly gates themselves and St. Peter on guard doing the challenging. Certainly, the good ship Rotterdam riding at anchor in the roadstead looked like a bit of heaven, as we drove alongside in our tender and clambered aboard.

"During the night of May 19th we lay at anchor, being coaled in a leisurely fashion by dusky gentlemen from the south, who evidently didn't worry whether we ever sailed or not. Finally on the afternoon of May 20th we weighed anchor and sailed for Plymouth, England. We arrived at Plymouth on the morning of the 21st, and took on board several hundred civilians, mostly Americans, including the popular Miss Janis. From Plymouth to Hoboken it was just steady plugging, the only excitement being the forbidden crap games which escaped the eagle eye of the C. of S., and the romantic adventures of Sergeants Wait and Epstein with a dashing brunette in the second class. Lieutenant Hachman did pull off some good parties, now I think about it, and Sergeant McKenzie conversed with the fish more than he should. But for the most, the trip was just plain monotony, not even the morning comedy entitled "Inspection of Quarters" or "A Bad Half Hour with the Chief of Staff" aroused enough interest to start a fight.

"When we poked our nose into New York Harbor at sundown May 30th everyone felt a darn sight better, and even though the Goddess of Libery was sulking around the corner, we slept that night with the pleasantest of dreams. In the morning the fun began. The Mayor's committee was on hand with a launch and a jazz band and a special delegation to wel-

come Aaron Papish himself. As we were warped into our dock next to the Imperator another band and the faithful women of the Red Cross greeted our ship. Of course we went to Camp Upton, because it was farthest from New York City, and of course we had an interminable wait at the Long Island Ferry surrounded by banana peels and heat, and of course no one at Upton knew anything about our arrival and cared less, but in the language of Bill Shakespeare, 'What the Hell, Bill, what the Hell'; we were home in our own 'Etats Unis,' and nothing else mattered.

"At Upton we had nothing to do and we did it very well. Lieutenant Snellgrove and Sergeant O'Donnell pretended to be busy and inconsiderately pounded away at our long-suffering typewriters and in general were a public nuisance. But somehow they got the organization unscrambled and by June 7th goodbyes had been said and each detachment was on its way to its home camp for discharge.

"The 314th Supply Train was only a memory.

"Buddy, you who have cussed everything and everybody in the service from the C. in C. down to your bunkie, and have vowed that when you get out of the army you would 'get' the guy who ruined your chances and would expose the high crimes and misdemeanors of the 'higher-ups,' Buddy, aren't the memories of your army days the brightest in your life?"

Accompanying Captain McGee's letter to the historian was a note which contained a sentence that crystallizes the sentiments most of us had as the Supply Train was being scattered back over the United States from whence it had come. That sentence was as follows: "I think that year in Europe the happiest in my life and the friends I made in the army the ones I want to keep for good."

This narrative could not better be concluded than by quoting the message of Major Cole which was distributed to every member of the Supply Train in Bitburg, April 30, 1919, just before the organization was preparing for the long journey which would conclude its active service for our country. This message was as follows:

"Bitburg, Germany, 30 April, 1919.

"To the Officers and Men of the 314th Motor Supply Train:

"The close of another month will probably see us back once more in the land we have loved well enough to be happy to depart therefrom for a time to help in making its existence safe.

"And we will return to civil life and its duties with the realization that we have completed a work and that it is well done. Reflections on a work well done furnish its own reward.

"But before the 314th Motor Supply Train returns to the States with a consequent dissolution of its members to every corner of our country, I am anxious to say a word of appreciation.

"To the officers of the train who have made it a compact, living organization, knowing no failure and ever serving its Division efficiently, I extend in fullest measure my thanks. It would have been impossible to select a more faithful group of officers to aid in the administration of the organization.

Of the work of the First Sergeants, and of the Clerical, Mess, Supply and Medical Forces, too much good cannot be

said. They have ever been faithful to their officers as their work has shown, and have known no failure.

"But above all does my heartfelt appreciation go out to the Section Leaders, Truck Drivers and their Assistants, who have tirelessly labored long days and nights without rest over dark, slippery roads, constantly under shell fire—and who have always achieved their mission if it was humanly possible, no matter how fatiguing or perilious it was.

"In conclusion, then we must realize that the honor of being a part of the great machine which crushed Germany's power has brought with it a responsibility—the necessity of facing our problems in civil life with the same resolution with which we have met them in the Victorious American Army.

Walter C. Cole."

APPENDIX "A."

ROSTERS AND CASUALTY LIST.

ROSTER, HEADQUARTERS DETACHMENT.

COMMANDING OFFICER:
Major Walter C. Cole, 426 5th Street, Ann Arbor, Michigan.

ADJUTANT:
1st Lieutenant Milton E. Bernet, 17 Windermere Place, St. Louis, Missouri.

SUPPLY OFFICER:
1st Lieutenant George E. McKinney, Adairville, Kentucky.

OFFICERS ON DUTY:
2nd Lieutenant James F. Keel, International Time Recording Co., Endicott, New York.
1st Lieutenant James C. McIlwain, 324 Collins Avenue, Pittsburgh, Pennsylvania.

SERGEANT MAJOR:
Sergeant 1st Class William E. O'Donnell, 4834 Labadie Avenue, St. Louis, Missouri.

SUPPLY SERGEANT:
Q. M. Sergeant Stanley Epstein, 4525 Olive Street, St. Louis, Missouri.

SPECIAL DUTY WITH DIVISION M. T. O.:
Q. M. Sergeant Wilson P. H. Turner, 421 Kingshighway, St. Louis, Missouri.

PERSONNEL CLERK:
Sergeant Leonard T. Waterman, Lebanon, Nebraska.

DISPATCHER:
Sergeant Gail F. Belshe, Eldon, Missouri.

CHAUFFEURS:
Corporal Ephriam J. Linstorm, 203 Burlington Avenue, York Nebraska.
Corporal Lorance C. Olsen, Stanton, Nebraska.

COOK:
Cook Thomas M. Griffin, 413 South 5th Street, Beatrice, Nebraska.

ASSISTANT COOK:
Private Earl R. Reynolds, Staplehurst, Nebraska.

STENOGRAPHER AND FILE CLERK:
Private Alvin C. Brandt, Foristell. Missouri.

MAIL ORDERLY:
Private Albert P. Meinzer, 325 North 14th Street, Fort Dodge, Iowa.

MESSENGER:
Private George E. Clem, New Stanton, Pennsylvania.

SERGEANT:
Harry E. Stayner, Edgar, Nebraska.

CORPORAL:
Norman F. Bartlett, Clayville, New York.

MEDICAL DETACHMENT, 314TH MOTOR SUPPLY TRAIN.

SURGEON:
Captain Christian H. Koentz, Onaga, Kansas.

DENTAL SURGEON:
1st Lieutenant Clyde W. Scogin, Denver, Colorado.

FIRST SERGEANT:
Sergeant 1st Class William C. White, Decaturville, Tennessee.

DUTY SERGEANT:
Sergeant Robert M. Thoennes, 1407 Grove Street, LaFayette, Indiana.

CLERK:
Private 1st Class Norman L. Manley, Axtell, Kansas.

AMBULANCE DRIVER:
Private 1st Class John R. Gilson, 3145 Olive Street, Kansas City, Missouri.

DENTAL ASSISTANT:
Private 1st Class William E. Rice, Greenmountain, Iowa.

AMBULANCE ORDERLY:
Private Charles C. Nefsky, 1611 C Street, Lincoln, Nebraska.

PRIVATES:
Private Roy L. Brooks, 1623 Central Ave., Kansas City, Missouri.
Private Harry Davis, Galena, Kansas.
Private John B. Grattan, 24 Highland Ave., Minneapolis, Minnesota.
Private 1st Class Grant Daily, 1904 Central, LaFayette, Indiana.
Private Christ Sorensen, Farmington, Minnesota.

DENTAL SURGEON:
Captain Ovid S. Tuttle, Santa Rosa, California.

DENTAL ASSISTANT:
Private George E. Pidge, 1620 Polk Street, San Francisco, California.

CLERK:
Private 1st Class Edwin G. Hammel, Clay Center, Kansas.

COMPANY "A," 314TH MOTOR SUPPLY TRAIN.

COMMANDING OFFICER:
Captain Burton F. Dickey, Huron, South Dakota.

LIEUTENANT:
1st Lieutenant William M. Pierson, Morristown, Indiana.

FIRST SERGEANT:
Sergeant 1st Class Harry M. Wait, 219 County Street, Waukegan, Illinois.

ASSISTANT TRUCKMASTERS:
Sergeant John W. Campbell, York, Nebraska.
Sergeant Francis B. McDonnell, Indianola, Nebraska.
Sergeant Floyd E. Swanson. Shickley, Nebraska.

SERGEANT MECHANIC:
Sergeant Frank E. Griffee, Blue Rapids, Kansas.

CLERK:
Sergeant Edwin L. Brown. Troy, Kansas.

MESS SERGEANT:
Sergeant Bryce E. Tracy, Henderson, Nebraska.

CORPORAL MECHANICS:
Corporal Carl Christiansen, Plainview, Nebraska.
Corporal Henry P. McDonald, Clearwater, Nebraska.
Corporal Fred Richardson, Plainview, Nebraska.

CHAUFFEURS:
Corporal John W. Abbott. Oneil, Nebraska.
Corporal William A. Aldrup, Geneva, Nebraska.
Corporal Francis E. Baker, Lushton, Nebraska.
Corporal Raymond N. Bivens, Fairmont, Nebraska.
Corporal Harry B. Brower, Geneva, Nebraska.
Corporal Andrew C. Collins, 33 So. 3rd Ave., Illion, New York.
Corporal Ernest S. Erickson, Ong, Nebraska.
Corporal Ernest G. Ginther. Bartley, Nebraska.
Corporal William Graneman, Glenville, Nebraska.
Corporal Robert C. Harms, York, Nebraska.
Corporal Edward Heinz, Sutton Nebraska.
Corporal James J. Kluver, Glenville, Nebraska.
Corporal Charles S. Lee, Orchard, Nebraska.
Corporal George W. Lee, Niobrara, Nebraska.
Corporal Ernest J. Lewien, Saronville Nebraska.
Corporal Melvin J. McCarthy, Inez, Nebraska.
Corporal George W. Monson, Anoka, Nebraska.
Corporal Walter C. Nowka. Inland, Nebraska.
Corporal Jens S. Petersen, Cordova, Nebraska.
Corporal Walter F. Rhodes. Trumbull, Nebraska.
Corporal Herbert J. Roth, Niobrara, Nebraska.
Corporal Herbert E. Ruhl, McCool, Nebraska.
Corporal Alvin L. Runte, York, Nebraska.
Corporal William H. Trautman, Sutton, Nebraska.
Corporal Walter A. Voss, York, Nebraska.
Corporal Tony W. Weskamp. Indianola, Nebraska.
Corporal William B. Wilger, Exeter, Nebraska.
Corporal Julius Walstrom, Gresham, Nebraska.

COOKS:
Cook Walter C. Fitzke, Harvard, Nebraska.
Cook Albert R. Schneider, Indianola, Nebraska.

ASSISTANT CHAUFFEURS:
Private 1st Class Wilhelm Brackhan, Waco Nebraska.
Private 1st Class Frederick Cavagnaro, 6 Purice Street, Boston, Massachusetts.
Private 1st Class James C. Frantz, Edgar, Nebraska.
Private 1st Class Herman Hinx, Arapahoe, Nebraska.
Private 1st Class Earl B. Jenkinson. Walnut, Nebraska.
Private 1st Class Charles A. Kaul, Elgin, Nebraska.
Private 1st Class Leo R. Koehn, Exeter, Nebraska.

Private 1st Class Anton Mohlman, Glenville, Nebraska.
Private 1st Class Henry C. Stolldorf, Sutton, Nebraska.
Private 1st Class John R. Stowe, Beaver City, Nebraska.
Private Arthur L. Bradstreet, 61 Salem Street, Lawrence, Massachusetts.
Private George P. Branyon, 1909 Carolina Ave., Bessemer, Alabama.
Private Leroy Brooks, 13 Fairfield Ave., Bellevue, Kentucky.
Private Victor R. Carrico, Lebanon, Kentucky.
Private Carmelo Catinella, Norfolk, Connecticut.
Private Alfred Cavannah, Oakville, Connecticut.
Private Antonio Cedrone, 325 E. 120th St., New York City.
Private Patrick J. Comerford, 41 East St., Wallingford, Connecticut.
Private Frank Coniglio, 419 W. 24th St., New York City.
Private Charles Conrade, 724 Chuncey St., Brooklyn, N. Y.
Private Peter L. Cosgrove, Lakeville, Connecticut.
Private Edgar P. Courtney, Logan, Iowa.
Private Antonio Dagostine, 59 H St. N. E., Washington, D. C.
Private John Duff, 44 Penn St., Brooklyn, New York.
Private George Ether, 84 2nd St., New York.
Private Dossie A. Fortner, Columbus, Kentucky.
Private Midas L. Friedley, Carrothers, Ohio.
Private John M. McLoney, Hinton, Kentucky.
Private George Meadors, New Baden, Texas.
Private James Morris, 7337 8th Ave., N. W. Seattle Wash.
Private Fred Schmidt, 4345A Manchester Ave., St. Louis, Missouri.
Private Herman J. Sjostedt, Harvard, Nebraska.
Private Josh E. Smith, 4718 Alcott St., E. Chicago, Indiana.
Private Thomas R. Steel, Little Rock, Pulaski, Arkansas.
Private Kevork Tavajian, Cor. Barnum and Central, Bridgeport, Connecticut.
Private Lloyd Winsor, 913 Tracy Ave., Kansas City, Mo.
Private Bernard D. Clancy, 216 Bainbridge St., Brooklyn, New York.

ATTACHED TO COMPANY "A":

Private Joseph M. Puskar, Imperial, Pennsylvania.
Private Homer E. Thomas, Fairfax, Alabama.
Private John A. Thiele, 435 East Thompason Street, Philadelphia, Pennsylvania.
Private Lloyd M. Talkington, Folsom, West Virginia.
Private Frank E. Rogers, 943 Paxton St., Harrisburg, Pa
Corporal Eric E. Nelson, Bisbee, Arizona.
Private Juan Beneviedes, Sajaloma, Arizona.
Corporal Thomas Mihalis, Caspar, Wyoming.
Sergeant August Hearst, 3814A Olive St., St. Louis, Mo.
Private William G. Clevenger, Logan, Iowa.
Private 1st Class John Caltvedt, McCallsburg, Iowa.
Private George Billingsley, 2062 Woodberry St., Baltimore, Maryland.

COMPANY "B," 314TH MOTOR SUPPLY TRAIN.

COMMANDING OFFICER:
Captain Walter S. Fulkerson, Norborne, Missouri.

OFFICER ON DUTY:
1st Lieutenant Logan F. Hachman, Evansville, Illinois.

FIRST SERGEANT:
Sergeant Frank L. Wilcox, Arborville. Nebraska.

SECTION LEADERS:
Sergeant Charles M. Cox, 323 West 6th St., York, Nebraska.
Corporal Roland H. Kreutz, Harvard, Nebraska.
Corporal Frank W. Taylor, Clay Center, Nebraska.

COMPANY CLERK:
Sergeant Glen. R. Lundeen, Shickley, Nebraska.

MESS AND PROPERTY SERGEANT:
Sergeant Adolph O. Smaha, York, Nebraska.

CHIEF MECHANIC:
Sergeant Albert P. Korber, Albuquerque. New Mexico.

MECHANICS:
Corporal Lindsay J. C. Barr, York. Nebraska.
Corporal Glynn Bartlett, Ashland, Maine.
Corporal John M. Coxen, Passover, Missouri.
Corporal Fred Flesner, Inland. Nebraska.
Corporal Mark A. Skipton, Shickley, Nebraska.

DISPATCHERS:
Corporal Harry A. Frank, Harvard, Nebraska.
Private 1st Class John P. Stengler, 297 So. Pulski Street, Baltimore, Maryland.

COOKS:
Cook Fred J. Birk. Herman, Missouri.
Cook Ewald T. Nuss, Sutton, Nebraska.

CHAUFFEURS:
Corporal Billie W. Belt, Winsor, Missouri.
Corporal Harley Buffington, 312 West 6th Street, Sioux City, Iowa.
Corporal George Buttell, Sutton, Nebraska.
Corporal John H. Ehlers, Dewese, Nebraska.
Corporal Wenzell Erickson, Saronville, Nebraska.
Corporal Walter J. Fees, Waco, Nebraska.
Corporal James H. Gay, Fairfield, Nebraska.
Corporal Howard Henderson, Arborville, Nebraska.
Corporal John F. Hinrichs, Glenvil, Nebraska.
Corporal James F. Kassik, Milligan, Nebraska.
Corporal Bohumil Kottas, Milligan, Nebraska.
Corporal Floyd Marsden, Gresham, Nebraska.
Corporal Fred Messerli, Norfork, Nebraska.
Corporal David M. Mohler, York, Nebraska.
Corporal Leslie M. Moore, Ohiowa. Nebraska.
Corporal George H. Perkins Fairmont. Nebraska.
Corporal Roy Troyer, Shickley, Nebraska.
Corporal George H. Ubben, Hildreth, Nebraska.
Corporal Felix Wholstenholm, Exeter, Nebraska.

Corporal Everett L. Wright, Harvard, Nebraska.
Corporal William Zimbelman, Sutton, Nebraska.
Private 1st Class Jim Autry, Silvesbend, Texas.
Private 1st Class Philip F. DeSantis. 306 Pitcher Street, Utica New York.
Private 1st Class Moses A. Dickson,, Columbia Street, Dublin, Georgia.
Private 1st Class Focke Diener, Macon, Nebraska.
Private 1st Class David Dimond, Leed Junction, Maine.
Private 1st Class Paul S. Dodge, 1558 58th Street, Brooklyn, New York.
Private 1st Class Joseph B. Lattus, Hickman, Kentucky.
Private 1st Class Frank Lolling. Glenvil. Nebraska.
Private 1st Class Emil J. Schlutsmeier McCook, Nebraska.
Private Dan F. Bauer, Brownstown, Illinois.
Private Richard S. Hawes, 27 Windemere Place, St. Louis, Missouri.
Private Jerome W. Minnick, Exeter, Nebraska.
Private Morris G. Sypherd, Route 5, Allentown, Pa.
Private John H. VonSpreckelson, Clay Center, Nebraska.

ASSISTANT COOKS:

Private 1st Class Emil L. Skalka, Spring Ranch, Nebraska.
Private 1st Class Philip Stolldorf, Edgar, Nebraska.

ASSISTANT CHAUFFEURS:

Private Walter A. Armstrong, 2516 West Maine Street, Louisville, Kentucky.
Private Fred H. Baker. Big Stone Gap, Virginia.
Private Axel Carlson, St. Peter, Minnesota.
Private Lazar Danich, Buhl, Minnesota.
Private Anthony Datria. Brooklyn, New York.
Private Daniel Davidow 2222 Croton Ave., New York City.
Private Manuel DeSilvia, Plymouth, Massachussets.
Private Leone DiAqui, Chambering Ave., New York City.
Private Palmarino Didonato, 77 Morgan St., Hartford, Conn.
Private Gaetano Diprima, 108 Hamburg St., Brooklyn, N. Y.
Private Guiseppe DiRusso, 237 E. 150th St., New York City.
Private Giovanni Gigiello, 423 W. Broadway, New York City.
Private Columbus B. Glasscoe Celeste, Texas.
Private John W. Spear, Vienna, Maryland.
Private John R. Stover, E. Water St. Mill Hall, Pennsylvania.
Private John H. Taylor, Geneva. Nebraska.
Private George F. Vane, 201 Henry St., Cambridge, Maryland.
Private William Waltz, 708 So. Maine Street, Greenwood, Mississippi.

Detached Service—INSTRUCTOR AT TECHNICAL SCHOOL:

Corporal Dara S. Mohler, York, Nebraska.

Special Duty—SPARE PARTS MAN FOR DIVISION:

Sergeant 1st Class Frank L. Pinckney, 156 No. Oak Park Ave. Oak Park, Illinois.

Special Duty—CHAUFFEUR FOR COMMANDER OF TRAINS:

Sergeant Christ H. Lindhoy, 2112 No. Keystone Ave., Chicago, Illinois.

Special Duty—ASSISTANT PERSONNEL CLERK, Hq. 314th M. S. T.:
Corporal Roscoe C. Hitchcock, 2107 Lincoln Ave., York, Nebraska.

Special Duty—RADIATOR REPAIR MAN AT 390th R. U.:
Corporal Adolph A. Recht, Edgar, Nebraska.

Special Duty—INSTRUCTOR OF SCHOOL OF ILLITERATES:
Private John W. Dignan, 5752 South Winchester Avenue, Chicago, Illinois.

ASSISTANT CHAUFFEURS:

Private 1st Class William H. O'Neil, Whitinsville. Mass.
Private John W. McCaslin, West Helena, Arkansas.
Priva e Ralph J. Ready, Worces er, Mass.
Private Luther H. Somerville, Lost Creek, West Virginia.
Private James W. Walker, Burkeville. Virginia.
Private Marius Willadsen, Granite Canon, Wyoming.

COMPANY "C," 314TH MOTOR SUPPLY TRAIN.

Name and Rank	Designation	Home Address.
CAPTAIN:		
Orr, Caleb W.....	On D. S. Uni., of Grenoble, France, since March 3, 1919.	Piqua, O.
1st LIEUTENANT:		
McGuffey, Erle M.	Comdg. Co.,	Barthell, Ky.
SERGEANT 1st CLASS:		
Baker, Bruce B.	Truckmaster,	Curtis, Nebr.
SERGEANTS:		
Best, George W.	Ass't Truckmaster,	Oxford, Nebr.
Edsall, Irving K.	Mess Sergeant	Superior, Nebr.
Isgrig, Earl W.	Chief Mechanic,	Tekamah, Nebr.
Russell, Lewis	Ass't Truckmaster,	Superior, Nebr.
Rustow, Hugo A.	Clerk.	Superior, Nebr.
Watkins, Buster	Ass't Truckmaster,	Silver City, New Mexico.
CORPORALS:		
Bean, Arlo R.	Chauffeur,	Davenport, Nebr.
Bowes, Joseph L.	Chauffeur,	Nora, Nebr.
Bugenhagen, Otto C.	Chauffeur,	Plainview, Nebr.
Burlingame, Charles L....	Chauffeur,	4453 Laclede Ave., St. Louis, Mo.
Clayton, Thomas A.	Chauffeur,	Bertrand, Nebr.
Cross, Arthur R.	Chauffeur,	Moorefield, Nebr.
Demaree, Norman L.	Chauffeur,	Stanton, Nebr.
Deselms, Floyd M.	Chauffeur,	Edison, Nebr.
Donigan, William J.	Chauffeur,	Plainview, Nebr.
Fair, Willard J.	Chauffeur,	Hardy, Nebr.
Franzen, Fred W.	Chauffeur,	Windside, Nebr.
Fullner, Paul H.	Chauffeur. Present sk. in Evac. Hosp. 14 since February 21. 1919.	Stanton, Nebr.

Goosic, Charles A.	Chauffeur,	Hardy, Nebr.
Gray, Ernest F.	Chauffeur,	Superior, Nebr.
Hansen, Emil W.	Ass't Mechanic,	Neligh, Nebr.
Hoffart, Henry J.	Chauffeur,	Plainview, Nebr.
Jagels, Edward G.	Chauffeur,	Davenport, Nebr.
Marcus, Jimael G.	Chauffeur,	Oakland, Nebr.
Mayo Thomas G.	Chauffeur,	Beaver City, Nebr.
McWilliams, Wallace	Chauffeur,	Holcomb, N. Y.
Middleton, Howard T.	Chauffeur,	So. Sioux City, Nebr.
Moyle, Harold	Chauffeur,	Westport, S. Dak.
Mueller, Lorenzo H.	Chauffeur,	Elwood, Nebr.
Peterson, Henry J.	Chauffeur, Absent sk. in S. O. S. Hosp. since March 18, 1919.	Pilger, Nebr.
Phillips, Samuel W.	Chauffeur,	Smithfield, Nebr.
Pickrel. Henry V.	Chauffeur,	Moorefield, Nebr.
Podany, Frank A.	Chauffeur,	Clarkson, Nebr.
Robinson, Robert D.	Ass't Mechanic.	Eustis. Nebr.
Stagemeyer, William A.	Chauffeur,	Holbrook, Nebr.
Stagemeyer, William F.	Chauffeur,	Arapahoe, Nebr.
Walker, Edward B.	Chauffeur,	Holbrook, Nebr.
White Ralph J.	Chauffeur,	Angus, Nebr.

COOKS:

Stanford, William G.	Cook,	Moorefie'd, Nebr.
Sweenich, John J.	Cook,	Nelson, Nebr.

PRIVATE 1st CLASS:

Brog, Roy W.	Ass't Chauffeur,	Redwood City, Calif.
Dorsky, Joseph A.	Ass't Chauffeur,	168 Birkshire Ave., Bridgeport Conn.
Krehnke, Otto H.	Ass't Chauffeur,	Pierce, Nebr.
Legan, Floyd K.	Ass't Chauffeur,	540 Tenth St., Oakland, Calif.
McCombs, Thomas J.	Ass't Chauffeur,	91 Manison Ave., Poughkeepsie, N. Y.
Pickhinke, Bernard A.	Ass't Chauffeur,	Howells, Nebr.
Podany, Stephen J.	Ass't Chauffeur,	Clarkson, Nebr.
Rafert, George E.	Ass't Chauffeur,	Osmond, Nebr.
Robinson, Stewart J.	Ass't Chauffeur,	1429 Howard St., Pittsburgh, Pa.
Smith, Roy C.	Ass't Chauffeur,	Beaver City, Nebr.
Weller, William F.	Ass't Chauffeur,	1323 N. Dallas St., Baltimore, Md.
Witzka, William, Jr.	Ass't Chauffeur,	Pierce, Nebr.

PRIVATES:

Blunt, Wilsie E.	Ass't Chauffeur,	Nelson, Nebr.
Dubnenko, Anthony	Ass't Chauffeur	201 Grand St., Brooklyn, N. Y.
Emling, Arnold C.	Ass't Chauffeur, Absent sk. in Base Hosp. 17 since Jan. 22, 1919.	Ubley, Mich.
Hadden, Samuel M.	Ass't Chauffeur,	238 Moulton St., Montgomery, Ala.
Jackson, Andrew W.	Ass't Chauffeur,	Keswick, Va.
Kamor, Thomas	Asst' Chauffeur,	Litchfie'd, N. Y.
Krueger, Chris. A. W.	Ass't Chauffeur,	Foster, Nebr.
Larson, Carl A.	Ass't Chauffeur,	Aurelia, Iowa.

Lopez, Jefferson ..... Ass't Chauffeur, Fort Allen, La.
McQuillan, Fred J. ..... Ass't Chauffeur, 342 E. 42nd St., New York, N. Y.
Niedermeyer, Henry W... Ass't Chauffeur, 1820 E. 55th St., Cleveland, O.
Russell, Francis H. ..... Ass't Chauffeur, Booneville, Ark.
Rutan, George C. ..... Ass't Chauffeur, 24 Cumavar St., San Jose, Calif.
Taylor, Albert R. ..... Ass't Chauffeur 231 No. Chester St., Baltimore, Md.
Wolf, Frank A. ..... Ass't Chauffeur, 213 So. Mount St., Baltimore, Md,
Wolman. Sidney N. ..... Ass't Chauffeur, Woodbine, Md.
Wright, Claude O. ..... Ass't Chauffeur, Commerce, Texas.

SERGEANT:
Collette, Alza J. ..... Ass't Truckmaster, Superior, Nebr.

COMPANY "D," 314TH MOTOR SUPPLY TRAIN.

COMMANDING OFFICER:
Captain Frank C. Wilkins, Ashville. Ohio.

OFFICERS ON DUTY:

1st Lieutenant John W. Upp, Jr., 107 Abon Road, Schenectady, New York.

2nd Lieutenant, Ralph C. Mason, Montgomery, Alabama, R. F. D. No. 1.

SERGEANT:
Sergeant 1st Class James V. Cain. Republican City, Nebr.

SECTION LEADERS:
Sergeant Ralph A. Murdoch, Arapahoe, Nebraska.
Sergeant Earl W. Proctor, Elwood, Nebraska.
Sergeant Charles B. Walls, Oxford, Nebraska.

SERGEANT MECHANIC:
Sergeant Oscar Ziegler, Riverton, Nebraska.

SUPPLY AND PROPERTY SERGEANT:
Sergeant Fred J. Fuller, Cowles, Nebraska.

SERGEANT ON DS.
Sergeant Richard F. Beguelin, Huis Kamp Ave., Jennings, Missouri.

CLERK:
Corporal Otto P. Hueftle, Eustis, Nebraska.

CHAUFFEURS:
Corporal Yura L. Arehart, Huntley, Nebraska.
Corporal Charlie E. Armstrong, Wilsonville, Nebraska.
Corporal William E. Brune, Blue Hill, Nebraska.
Corporal Alfred O. Buschow, Blue Hill, Nebraska.
Corporal Henry G. Butenschoen, Upland, Nebraska.
Corporal Alfred G. Engelhardt, Blue Hill, Nebraska.
Corporal Leonard H. Gupton, Oxford, Nebraska.

Corporal Robert L. Hunsicker, Red Cloud, Nebraska.
Corporal Leland C. Jones, Hendley, Nebraska.
Corporal Edgar W. Koch, Tuttle, Okla.
Corporal George C. Laverick, Wilsonville, Nebraska.
Corporal George W. Loy, Ragan, Nebraska.
Corporal Carl W. Mainquist, Magnet, Nebraska.
Corporal Millard Marymee, Bladen, Nebraska.
Corporal Harry C. Menagh, Barada, Nebraska.
Corporal Ami Meyers, Wilsonville, Nebraska.
Corporal Willie E. Olson, Holdrege, Nebraska.
Corporal Homer R. Overton, Wheaton, Missouri.
Corporal Anton Pavelka, Bladen, Nebraska.
Corporal John F. Poehlman, Mascot, Nebraska.
Corporal Eddie Redfern, Wilsonville, Nebraska.
Corporal Boyd C. Rosenfelt, Cambridge, Nebraska.
Corporal Charley F. Schroder, Huntley, Nebraska.
Corporal Edward A. Steffen, Red Cloud, Nebraska.
Corporal Joseph Traphagan, McCook, Nebraska.
Corporal William Vinzant, Smithfield, Nebraska.
Corporal Fred W. Voigt, Bloomington, Nebraska.
Corporal Walter F. Wanner. Oxford, Nebraska.
Corporal Charles R. Watts, Farnam, Nebraska.
Corporal Wyman H. Williams, Beaver City, Nebraska.
Corporal Edward A. Willy, Orleans, Nebraska.

COOKS:

Cook Ray J. Betzer, Campbell, Nebraska.
Cook Fred Rippen. Campbell, Nebraska.

ASSISTANT CHAUFFEURS:

Private 1st Class Edwin H. Clark, West Jefferson, Ohio.
Private 1st Class Roy R. Dunlap, Franklin, Nebraska.
Private 1st Class Henry T. Etherton, Eustis, Nebraska.
Private 1st Class Emil Frey, Gu de Rock, Nebraska
Private 1st Class Paul H. Hoesch, Huntley, Nebraska.
Private 1st Class Robert E. Keffer, Inavale, Nebraska.
Private 1st Class Peter Koch, Campbell, Nebraska.
Private 1st Class Edward Newcomb Cambridge, Nebraska.
Private 1st Class Ellery L. Pearson, Atlanta, Nebraska.
Private 1st Class Rudolph L. Sundquist, Holdrege, Nebr.
Private 1st Class Lee O. Vandervort, Indianola, Nebraska.
Private 1st Class Virgil I. Walburn Bladen, Nebraska.
Private Daniel Falvey, Butler, Kentucky.
Private Glady Glazier, Savanna, Oklahoma.
Private William O. Humphry, Highland Park, Michigan, 196 W. Buena Vista St.
Private Ephraim James, 727 S. Church, Murfreesboro, Tenn.
Private Homer C. Klepper, Mayport Pa.
Private Charles A. McGowan, Ansonia, Conn. Jewett St.
Private Charles A. McKane, 55 Prospect Ave., Middletown, New York.
Private Emmet E. McLaughlin, 1413 Dupont Avenue, Minneapolis, Minnesota.
Private James McLaughlin, 150 Liberty St., New York City.
Private Louis E. McLaughlin, West Main St., Caledonia. New York.
Private Albert A. Mallon, 46 Selkirk St.. Buffalo, New York.
Private Santo Mancini, 22 Wilbur St., Fort Chester, N. Y.

Private Nicola Manna, 2 Read St., Milford, Massachussets.
Private Joseph B. Manning, 846 Third Ave., New York City.
Private Joseph F. Martin, 194 Columbia Ave., Cumberland, Maryland.
Private Hector J. Melanson, 278 Park St., Gardner, Mass.
Private Francisco Mele, 489 College Ave., New York City.
Private Herman F. Meyer, Oakland, Nebraska.
Private Harry Modos, 153 W. 66th St., New York City.
Private Eugene A. Molloy, 547 Leonard St., Brooklyn, N. Y.
Private Raymond B. Praytor, Benton, Arkansas.
Private Virgil C. Seckel, Bucyrus, Ohio, 610 S. Walnut St.
Private Charles G. Tedrick, Clear Springs, Maryland.
Private John S. Weatherred, Coleman, Texas.

ATTACHED:

Private Virgil D, Struble, Ass't Chauffeur. Aledo, Illinois, R, F. D, No, 4.
Private 1st Class John R. Bexley, Ass't Chauffeur, St. Charles, Georgia.
Private Henry U. Lane. Ass't Chauffeur, Clem, Georgia, R. F. D. No. 2.
Corporal Joseph J. Sharp, Chauffeur, Chicago, Illinois, 6914 Ridge Boulevard.
Corporal Revel H. Stutts, Chauffeur, Killen, Alabama.
Private 1st Class Samuel H. Sweeney, Ass't Chauffeur, Seneca, Lasalle, Illinois.
Private Paul R. Tayrien, Ass't Chauffeur, Okesa, Oklahoma.

COMPANY "E," 314TH MOTOR SUPPLY TRAIN.

COMMANDING OFFICER:

Captain Ralph McGee, U. S. Sub-Treasury, San Francisco, California.

OFFICER ON DUTY:

2nd Lieutenant Neal F. Snellgrove, 21 Hill Avenue, Elgin, Illinois.

FIRST SERGEANT:

Sergeant John W. Trenchard, Cambridge, Nebraska.

SECTION LEADERS:

Sergeant Elmer L. Bunger, Upland, Nebraska.
Sergeant Herbert H. Scheibel, Atwood, Illinois.
Sergeant Chester S. McKenzie, York, Nebraska.
Corporal Thomas F. Ward, R. F. D. No. 2, Marion, Nebraska.

COMPANY CLERK:

Sergeant Philip W. Horst, R. F. D. No. 2, Osceola, Nebraska.

MESS AND PROPERTY SERGEANT:

Sergeant Francis J. Farrell, McCook, Nebraska.

CHIEF MECHANIC:

Sergeant William Kearney, David City, Nebraska.

MECHANICS:

Corporal Hubert F. Alt, R. F. D. No. 1, Shelby, Nebraska.
Corporal Albert Johnson, R. F. D. No. 3, Stromsburg, Nebr.
Private 1st Class Thomas L. Trout, 832 11th St., Reading, Pennsylvania.

DISPATCHERS:

Corpora Ernest J. Bassett, 816 N. Minn. Ave., Hastings, Nebraska.

Corporal Bernard F. Shafer, R. No. 1, Bland, Missouri.

COOKS:

Cook Earl A. Bacon, 555 National Ave., Superior, Nebr.

Cook Fred Eckhardt, 302 South Bell Ave., Hastings, Nebr.

CHAUFFEURS:

Corporal Elmer F. Anderson, R. F. D. No. 5, Holdredge, Nebraska.

Corporal Charles M. Austin, McCook, Nebraska.

Corporal Ray D. Braithwait, Shelby, Nebraska.

Corporal Lawrence F. Branting, R. F. D. No. 4, Stromsburg, Nebraska.

Corporal Sander P. Chindgren, Stromsburg, Nebraska.

Corporal Alvin Christianson, R. F. D. No. 1, Upland, Nebraska.

Corporal William J. Daniels, Battle Creek, Nebraska.

Corporal Ralph E. Dover, Madison, Nebraska.

Corporal Wendel J. Duman, 334 Garretson Avenue, Sioux City, Iowa.

Corporal Harry E. Gockley, Peru, Nebraska.

Corporal John L. Goldenstein, R. No. 4. Hastings, Nebraska.

Corporal Martin G. Goldenstein, R. F. D. No. 2, Glenville, Nebraska.

Corporal Lester L. Ground, 328 East 6th St., Hastings, Nebraska.

Corporal Elmer P. Hanquist, Polk, Nebraska.

Corporal Frank N. Kaiser, R. No. 1, Juniata, Nebraska.

Corporal Edward J. Lofenborg, McCook, Nebraska.

Corporal Bernhard T. Mattson, R. F. D. No. 3, Winside, Nebraska.

Corporal Walter G. May, R. No. 1, Bennett, Nebraska.

Corporal Axel T. Peterson, Holstein, Nebraska.

Corporal Harry L. Shafer, Polk, Nebraska.

Corporal Ira E. Steever, R. No. 3, Stromsburg, Nebraska.

Corporal Alvin G. Swanson, R. F. D. No. 1, Clarks, Nebraska.

Corporal Peter A. Thelen, Shelby, Nebraska.

Corporal Jacob A. Unger, R. No. 2, Cedar Bluffs, Kansas.

Corporal Onno Valentine, R. No. 1. Pauline, Nebraska.

Corporal Albert Wood, 185 High St., Boston, Massachussets.

Corporal Melvin A. Youngland, Stromsburg, Nebraska.

ASSISTANT COOKS:

Private 1st Class James M. Archer, 309 E. Illinois Street, Kirksville, Missouri.

Private 1st Class Lloyd E. Marsh, Snell, Arkansas.

ASSISTANT CHAUFFEURS:

Private William J. Blazeski, 162 Sand St., Brooklyn, N. Y.

Private James F. Cafferty, Elroy, Wisconsin.

Private Thomas Cambello, 423 Pacific Street, Brooklyn, New York.

Private Michele Casale, 110 Orchard Street, Mt. Vernon, New York.

Private 1st Class William Casey, Tonners, New York.

Private Robert J. Chapman, 93 Orchard St., Bridgeport, Connecticut.
Private Edwin M. Christianson, Terrace, Minnesota.
Private Alexander Ciprietto, 285 E. 155th St., New York City.
Private Calogero Ciravola, 36 Montrose Ave., Brooklyn, New York.
Private 1st Class Russell M. Clark, Osceola, Nebraska.
Private Hugo Corregoux, Holstein, Iowa.
Private 1st Class Otto A. Ebert, McCook, Nebraska.
Private John B. Ellsworth, Crawford, Nebraska.
Private 1st Class James E. Gallagher, R. No. 1, Ayr, Nebraska.
Private 1st Class Elmer E. Grothen, R. No. 4, Juniata, Nebraska.
Private Clyde A. Harrod, Logan, Iowa.
Private 1st Class Henry Kimminau, R. No. 3, Lawrence, Nebraska.
Private Vere F. Marr, Tekamah, Nebraska.
Private 1st Class James C. Moore, 460 West 49th Street New York City.
Private 1st Class Frank D. Myers, 3 Gouverneur Place, Bronx, New York.
Private Emiel Pierson, R. No. 1, Kavkavlin, Michigan.
Private Oscar L. Ranke, Frankenmuth, Michigan.
Private Stephen E. Rusin, 1544 Cutter St., Cincinnati, Ohio.
Private William H. Sandys, So. Main St., Bryan, Ohio.
Private Paul L. Thompson, 502 No. West St., Carlisle, Pennsylvania.
Private 1st Class George Tolzman, 24 South Catherine St., Baltimore, Maryland.
Private Virgil L. Turner, Mt. Harmony, Calvert Co., Maryland.

Special Duty—GUARD AT M. T. O.:
Private Nick Dinardo, 25 Croton Terrace, Yonkers, N. Y.

Special Duty—AT POST EXCHANGE:
Private Thomas J. McAleer, 128 Ainslie St., Brooklyn, N. Y.

Special Duty—AT SUPPLY TRAIN HEADQUARTERS:
Private Maurice F. Moran, 280 McDougal Street, Brooklyn, New York.

Special Duty—AT PAINT SHOP, M. T. O.:
Private Sylvester G. Patrick, R. No. 1, Osceola, Nebraska.

Special Duty—AT SUPPLY TRAIN HEADQUARTERS:
Private John A. Solberg, R. No. 1, Oxford, Nebraska.

Special Duty—AT PAINT SHOP, M. T. O.:
Private Raymond H. Wickland, Whiting, Iowa.

SECTION LEADER:
Sergeant Antoni M. Reszczenski, 17 Upson Street Bristol, Connecticut.

On Special Duty—WITH M. T. O.:
Corporal Carl L. Brett, 66 Oakwood Avenue, Hartford, Connecticut.

CHAUFFEUR:
Corporal Richard Grabinsky, R. F. D. No. 2, Collinsville, Connecticut.

MECHANIC:
Corporal Howard O. Jacobson, 215 Fifth Street, Southeast, Rochester, Minnesota.

COMPANY "F," 314TH MOTOR SUPPLY TRAIN.

Captain Herbert V. Pusch,Maryville, Kansas.
Commanding Company.

1st Lieutenant Robert C. Ledford, 217 4th St., Fulton, Kentucky,
Special Duty as Dispatching Officer at 314th Motor Supply Train, Headquarters.

Sergeant 1st Class Bryne, John W., 5575 Maple Ave., St. Louis, Missouri,
Truckmaster.

Sergeant Hultquist, Victor J., Holdredge. Nebraska,
Mechanic.

Sergeant Swan, Axel L., Stromsburg, Nebraska,
Mess and Supply.

Sergeant Moline, Carl T., Stromsburg, Nebraska,
Clerk.

Sergeant Liebers, Fred A., 2785 Randolph St., Lincoln, Nebr.
Assistant Truckmaster.

Sergeant Fisk, Harley A., Bloomfield, Nebraska.
Assistant Truckmaster.

Sergeant Erickson, David L., Funk, Nebraska.
Assistant Truckmaster.

Corporal Nylander, Hans J., Loomis, Nebraska,
Assistant Mechanic.

Corporal Miller, Albert B., Oxford, Nebraska,
Assistant Mechanic.

Corporal Blue, Erwin H., Lowell, Nebraska,
Assistant Mechanic.

Corporal Johnson, Roy A., Minden, Nebraska,
Dodge Chauffeur.

Cook Harlan, Leslie J., Norman, Nebraska,
Cook.

Private Johnson Wilhelm, Minden, Nebraska,
Assistant Cook.

Cook Saul, George H., Norman, Nebraska,
Cook.

Private Pulliam, Onnie K., care O. J. Pulliam, Route No. 1, Tucker, Georgia,
Assistant Cook.

Corporal Borgaard, Chas. E., Minden, Nebraska,
Assistant Truckmaster and Chauffeur.

Corporal Anderson Carl A., Funk, Nebraska,
Assistant Truckmaster and Chauffeur.

Corporal Havard, Howser R., Holdrege, Nebraska,
Assistant Truckmaster and Chauffeur.

Corporal Hardesty, Percy W., York, Nebraska,
Motorcycle driver.

CHAUFFEURS:

Corporal Houdersheldt, Ralph, Osceola, Nebraska.
Corporal Moon, Otis C., Loveland, Colorado.
Corporal Smith, Walter J., Holdrege, Nebraska.
Corporal Eckhardt, Fred., Campbell, Nebraska.
Corporal Frickey, Ford F., Funk, Nebraska.
Corporal Bragg, Clifford O., Loomis, Nebraska.
Corporal Pearson, Victor F., Axtell, Nebraska.
Corporal Gunnerson, Harry E., Ada, Minnesota.
Corporal Gaston, Thomas, Minden, Nebraska.
Corporal Nelson, Otto B., Osceola, Nebraska.
Corporal Collin, William L., North Platte, Nebraska.
Corporal Akerson, Carl G., Funk Nebraska.
Corporal Kounovsky, John, Verdell, Nebraska.
Corporal Palmblade, Roy E., Axtell, Nebraska.
Corporal Wommer, Archie, Minden, Nebraska.
Corporal Davis, Kenneth O., Bird City, Kansas.
Corporal Gustafson, Carl A. E., Funk, Nebraska.
Corporal Lindquist, James L., Bertrand, Nebraska.
Corporal Williams, Edgar H., Chester, Nebraska.
Corporal Johansen, Verner, Osceola, Nebraska.
Corporal Badgett, Arthur, Torrington, Wyoming.
Corporal McMeekin, James, Shelby, Nebraska.
Corporal Gondringer, Nichola V., Osceola, Nebraska.
Corporal Keen, David M., Stacy, Virginia.

ASSISTANT CHAUFFEURS:

Private 1st Class Alford, William T., Monowi, Nebraska.
Private 1st Class Crantz, Eavar E., Bertrand, Nebraska.
Private 1st Class Hemenway, Carl W., Clearwater, Nebraska.
Private 1st Class Isaacson, Eavar E., Bertrand, Nebraska.
Private 1st Class Jensen Andrew E., Minden, Nebraska.
Private 1st Class Johnson, Andrew, Minden, Nebraska.
Private 1st Class Liebers, Ernest M., Minden, Nebraska, R—4
Private 1st Class Norberg, Aleck A., Funk, Nebraska, R—1.
Private 1st Class Randell, Ray A., Stromsburg, Nebraska.
Private 1st Class Porterfield, George G., Heartwell Nebraska.
Private 1st Class Woodland, Wesley F., 223 W. Zarrogssa St., Pensacola, Florida.
Private Becander, Arthur R., Holdrege, Nebraska, R—4.
Private Blecha, William F., Kimmswick, Missouri, R—3.
Private Burian, Joseph, Belleville, Illinois, R—3.
Private Cappello, Salvatore, 47 Elm St., Pawtucket, R. I.
Private Carlino, Dominico, 14 N. 15th St., Philadelphia, Pa.
Private Carlson, Klause, E., 22 Beets St., Jamestown N. Y.
Private Carlson, George E., Lindstrom, Minnesota. R—2.
Private Carlsen, William, 12 South St., New York, N. Y.
Private Carr, Elmer, Kanawha, Iowa, R—5.
Private Davis, Bennie C., Alto, Texas.
Private Kelling, Lyman A., Cedar, Kansas.
Private Lanahan, John K., Brownsburg, Indiana.
Private Larson, Louis, 383 Beacon Ave., St. Paul Minnesota.
Private Malin, Samuel, 4251 Sydenham St., Philadelphia, Pa.
Private Papa, Anthonio, 235 Park Ave., New York, N. Y.
Private Papish, Aaron, 228 Henry St., New York, N. Y.
Private Pietro, Dengelo B., 483 College St., New York, N. Y.
Private Snizek, William 1431 Ave. A, New York, N. Y.

Private Wolfe, Joseph, 555 Rivard St., Detroit, Michigan.
Private Wright, Howard K., Easton, Maryland.
Private Votruba, Anthony T., 3623 Roswell Ave., St. Louis, Mo.
Private Zaranis, Nicholas, 201 E. 30th St., New York, N. Y.
Corporal Lantz, Vanner, 1943 W. 20th St., Cleveland, Ohio.
Private 1st Class Thaut, John J., 126 Park St., Butte, Montana.
Private Dillon, John P., 96 Perry St., New York, N. Y.
Private VanDyke, Chas. L., Edinbora, Pennsylvania, R—2.

CASUALTY LIST:

KILLED IN ACTION:

Private Frank Crisci, Company "A"—killed in action by a shell fire on October 30, 1918, near Romagne, France.

Private Joseph Dobmeier, Company "B"—instantly killed by shell fire on October 27, 1918, at Gesnes, France.

Private John Kalejack, Company "C"—killed in action on November 3, 1918, by shrapnel.

Private Walter J. Sharer, Company "E"—killed in action November 5, 1918, by air bomb.

WOUNDED IN ACTION:

Private Lloyd E. Abbott, Headquarter's Detachment—wounded by shell fire at Bantheville, October 31, 1918.

Private Otto C. Bugenhagen, Company "C"—wounded by shell fire near Beaufort, France, November 8, 1918.

Sergeant Roy L. Cross, Company "E"—wounded by shell fire October 26, 1918.

Private Joseph Daniel, Company "B"—wounded by shrapnel November 1, 1918.

Private Clare L. Gardner, Prov. Company—wounded in action on November 3, 1918.

Private Fred C. Hahn, Company "C"—wounded by air bomb at Tailly, France, on November 5, 1918.

Sergeant Earl W. Isgrig, Company "C"—gassed at Bantheville, France, on November 1, 1918.

Corporal Edward G. Jagels, Company "C"—wounded by shell fire at Romagne, France, on October 28, 1918.

Private 1st Class Burton P. Manson, Company "E"—wounded in arm by shrapnel on November 8, 1918.

Private Joseph J. McCormack, Company "C"—severely wounded by machine gun bullet in leg, on November 4, 1918.

Private Charles A. McKane, Company "D"—severely wounded by machine gun bullet in leg, on November 4, 1918.

Private Vincent Olzewski, Company "A"—severely wounded in action by shrapnel on October 28, 1918.

Private George C. Pinkston, Company "E"—gassed, date unknown.

Private Gennare Pucilla, Company "D"—severely wounded in action by shrapnel on October 28, 1918.

Private Emil J. Schlutsmeier, Company "B"—wounded by shell fire at Beauclair, France, November 5, 1918.

Corporal Fred D. Shockey, Company "A"—wounded by shell fire at Bantheville, France, November 1, 1918.

Corporal David L. Swanson, Company "C"—gassed with mustard gas, date unknown, and sent to 354th Ambulance Dressing Station.

Private George B. Todd, Company "E"—wounded by shrapnel on November 4, 1918.

Private William E. Toston, Company "D"—gassed, date unknown, and sent to hospital after armistice.

MISSING IN ACTION:

*Private Emil F. Kriemer, Company "D"—missing since November 11, 1918.

*Private Joseph T. McNally Company "C"—missing since November 7. 1918.

*Private Andrew Titus, Provisional Company—missing since November 10, 1918.

*NOTE:—Above are thought to have been wounded, place and date unknown, some time before the armistice, and evacuated to hospital.

APPENDIX "B."

CITATIONS AND MISCELLANEOUS.

HEADQUARTERS IV. CORPS.

September 13, 1918.

CORRECTED COPY
General Order
No. 6.

1. The Fourth Corps has defeated the enemy and driven him back on the whole Corps Front. All objectives were reached before the time prescribed in orders, a large number of prisoners and a considerable amount of booty captured. The rapid advance of the Corps, in conjunction with the action of the other elements of the First Army, rendered the ST. MIHIEL salient untenable to the enemy, who has retreated.

2. The greatest obstacle to the advance was thought to be the enemy wire which presented a problem that caused anxiety to all concerned. The Corps Commander desires to express in particular his admiration of the skill shown by the small groups in the advance battalions and their commanders in crossing the hostile wire and in general to express his appreciation of the high spirit and daring shown by the troops, and the rapidity and efficiency with which the operation was conducted.

By command of Major General Dickman:

STUART HEINTZELMAN,
Chief of Staff.

Official:
PHILIP L. SCHUYLER,
Adjutant.

(Corrected Copy)
(For Official Circulation Only.)

G. H. Q.

AMERICAN EXPEDITIONARY FORCES.

France. December 26, 1918.

General Orders
No. 238.

It is with a soldierly pride that I record in General Orders a tribute to the taking of the St. Mihiel salient by the First Army.

On September 12, 1918, you delivered the first concerted offensive operation of the American Expeditionary Forces upon difficult terrain against the redoubtable position, immovably held for four years, which crumpled before your ably executed advance. Within twenty four hours of the commencement of the attack, the salient has ceased to exist and you were threatening Metz.

Your divisions, which had never been tried in the exacting conditions of major offensive operations, worthily emulated those of more arduous experience and earned their right to participate in the more difficult task to come. Your staff and auxiliary services, which labored so untiringly and so enthusiastically, deserve equal commendation, and we are indebted to the willing co-operation of veteran French divisions and of auxiliary units which the Allied commands put at our disposal.

Not only did you straighten a dangerous salient, capture 16,000 prisoners and 443 guns and liberate 240 square miles of French territory, but you demonstrated the fitness for battle of a unified American Army.

We appreciate the loyal training and effort of the First Army. In the name of our country I offer our hearty and unmeasured thanks to these splendid Americans of the 1st, 4th, and 5th Corps and of the 1st, 2nd, 4th, 5th, 26th, 42nd, 82nd, 89th, and 90th Divisions, which were engaged, and of the 3rd, 35th, 78th, 80th and 91st Divisions, which were in reserve.

This order will be read to all organizations at the first assembly formation after its receipt.

JOHN J. PERSHING,
General, Commander-in-Chief.

Official:
ROBERT C. DAVIS,
Adjutant General.

HEADQUARTERS FIFTH ARMY CORPS
American Expeditionary Forces.
France, 2nd November, 1918.

From: Commanding General, V. Army Corps.
To: Commanding General, 89th Division.
Subject: Commendation.

In addition to my telephone message, I desire to convey to you and to the Officers and Soldiers of the 89th Division my profound appreciation and great admiration for the splendid manner in which the Division accomplished the mission allotted to it in the advance of the Fifth Corps on November first.

With a dash, courage, and speed that is worthy of the best traditions of our service, the 89th Division quickly overran the enemy's strong organization, followed its barrage, and planted itself on all objectives in accordance with the schedule previously arranged. It has captured many prisoners, guns, and spoils of war, showing that the enemy was afforded no opportunity to escape.

The Division has more than justified the high confidence of the Commander in Chief when he selected it to form the advance in the great operations that have begun.

It is a high honor to command such troops, and I beg that you will convey to your Officers and Soldiers the assurance of my abiding wishes for their continued success in the campaigns that lie before it.

(Signed) C. P. SUMMERALL,
Major General Commanding.

HEADQUARTERS

FIFTH ARMY CORPS

American Expeditionary Forces.

France, November 20, 1918.

General Orders

No. 26.

I. The following Citations are announced:

The 1st, 2nd, and 89th Divisions V. Corps, American E. F., for their part in the memorable attack launched by the 1st American Army on November 1st. Throughout this operation all officers and men, by their high courage, devotion to duty, and disregard for the innumerable hardships encountered, made for themselves a place in the history of our country.

The 1st Division, American E. F., (Brig. Gen. Frank Parker, Commanding), extending the left of the Corps during the advance, after a long and hard march took up the pursuit of the enemy, marching and fighting night and day, with great courage and determination. It added to its already brilliant record by a historical march of two days and nights, arriving on the heights Southeast of the City of Sedan.

The 2nd Division, American E. F., (Major Gen. John A. LeJune, Commanding), in line at the launching of the attack, broke through the strong enemy resistance, and leading the advance, drove forward in a fast and determined pursuit of the enemy, who despite new divisions hastily thrown in, was driven back everywhere on its front. This Division drove the enemy across the Meuse and under heavy fire and against stubborn resistance, built bridges and established itself on the heights. The cessation of hostilities found the Division holding strong positions across the Meuse and ready for a continuation of the advance.

The 89th Division American E. F., (Maj. Gen. William M. Wright, commanding), preceding the attack of November 1st, cleaned up the difficult and strongly held BOIS de BANTHEVILLE and attacked on November 1st. It broke through the enemy's lines, advanced strongly day and night, defeating the enemy and his reserves in its front, and drove him across the Meuse. Under heavy fire and against stubborn resistance, it constructed bridges and established itself on the heights. The cessation of hostilities found this Division holding strong positions across the Meuse and ready for a continuation of the advance.

C. P. SUMMERALL,
Major General, Commanding.

Official:

HARRY C. KAEFRING,
Adjutant General.

HEADQUARTERS
EIGHTY-NINTH DIVISION
GERMANY.

18 December, 1918.

General Orders,

No. 108.

The division has completed its first six months of foreign service. A majority of the officers and men are now entitled to their first service chevron. To them the Division Commander expresses his appreciation of loyal and efficient service which has been of a high order of excellence.

The Division came into the most momentous six months of the war. And its record has been an enviable one. In the training area, it convinced higher authority of its ability to enter the line as a Division—the 1st National Army Division to do so. It was the first American Division to move by bus with American transportation, and the entire movement was organized and executed by the Division.

In the LUCEY Sector, the Division won commendation from the French Corps and Army Commanders, for its successful minor operations, almost constantly gaining identification from the enemy, without losing a single one to the foe. During the difficult period of preparation for the ST. MIHIEL Offensive, the Division successfully held the line while the attack massed behind it and while the enemy made desperate attempts to drive raids through for information.

In the Offensive of September 12th, the Division went over abreast of the veteran divisions of the American Army, took the BOIS de MORT MARE and all of its other objectives. It then organized the new sector and took over the lines held by one and one-half other divisions as well.

After the Division relieved the 32nd American Division near ROMAGNE it cleaned up the BOIS de BANTHEVILLE and won commendation of the Corps and Army.

On the drive of November 1st, the Division attacked in the front line, took the wooded heights of BARRICOURT, pushed on to the final Army objective the MEUSE, and had forced a crossing by 11 hours, 11 November, 1918.

The Division is now in Germany with a reputation of clean living, clean fighting, obeying orders and taking its objectives. The Division Commander is proud to sign this order to the 89th Division.

FRANK L. WINN,
Major General.

HEADQUARTERS
EIGHTY-NINTH DIVISION
FRANCE.

General Orders 12 November, 1918.
No. 86.

In leaving the 89th Division to assume command of the First Corps, I want to thank the officers and men for their splendid support and loyal service throughout the recent operations.

You have won a reputation which my praise can not increase. I am proud to have been your commander.

(Corrected Copy.) W. M. WRIGHT,
Major General U. S. A.,
(Destroy all previous copies.) Commanding.
(For Official Circulation Only.)

G. H. Q. AMERICAN EXPEDITIONARY FORCES.
France, December 19, 1918.

General Orders
No. 232.

It is with a sense of gratitude for its splendid accomplishment which will live through all history, that I record in General Orders a tribute to the victory of the First Army in the Meuse-Argonne Battle.

Tested and strengthened by the reduction of the St. Mihiel salient, for more than six weeks you battered against the pivot of the enemy line on the western front. It was a position of imposing natural strength, stretching on both sides of the Meuse River from the bitterly contested hills of Verdun to the almost impenetrable forest of the Argonne; a position, moreover, fortified by four years of labor designed to render it impregnable; a position held with the fullest resources of the enemy. That position you broke utterly, and thereby hastened the collapse of the enemy's military power.

Soldiers of all of the divisions engaged under the First, Third and Fifth American Corps and the Second Colonial and Seventeenth French Corps—the 1st, 2nd, 3rd, 4th, 5th, 26th, 28th, 29th, 32nd, 33rd, 35th, 37th, 42nd, 77th, 78th, 79th, 80th, 81st, 82nd, 89th, 90th and 91st American Divisions, the 18th and 26th French Divisions, and the 10th and 15th French Colonial Divisions—you will be long remembered for the stubborn persistence of your progress, your storming of obstinately defended machine gun nests, your penetration, yard by yard of woods and ravines, your heroic resistance in the face of counter-attacks supported by powerful artillery fire. For more than a month, from the initial attack of September 26th, you fought your way slowly through the Argonne, through the woods and over hills west of the Meuse; you slowly enlarged your hold on the Cotes de Meuse; to the east, and then, on the 1st of November, your attack forced the enemy into flight. Pressing his retreat, you cleared the entire left bank of the Meuse south of Sedan and then stormed the heights on the right bank and drove him into the plain beyond.

Soldiers of all army and corps' troops engaged—to you no less credit is due; your steadfast adherence to duty and your dogged determination in the face of all obstacles made possible the heroic deeds cited above.

The achievement of the First Army which is scarcely to be equalled in American history, must remain a source of proud satisfaction to the troops who participated in the last campaign of the war. The American people will remember it as the realization of the hitherto potential strength of the American contribution toward the cause to which they had sworn allegiance. There can be no greater reward for a soldier or for a soldier's memory: This order will be read to all organizations at the first assembly formation after receipt.

JOHN J. PERSHING.

HEADQUARTERS
EIGHTY-NINTH DIVISION
AMERICAN EXPEDITIONARY FORCES
GERMANY.

6 May, 1919—HP

General Orders,
No. 44.

1. The movement home begins today. The Division Commander cannot let the occasion pass without expressing to officers and men his congratulations and gratitude. The Division is to be congratulated upon the accomplishment of its final mission of duty in occupied Germany, in a manner that has won the commendation of military superiors, increased the regard of our associate divisions and gained the respect of the inhabitants. It is with a heart full of gratitude that record is made of the whole-souled intelligent and successful response the Division has made to every demand. The best traditions of the American Army for fair dealing in a foreign land have been maintained.

2. In training in civil affairs, in the care of animals and transportation, in entertainments, in schools and in all routine duty, the Division has not only done its part well, but in many ways its record has been distinguished; in conduct and clean living it has been exemplary; in athletics it has won the football championship of the A. E. F. and excelled in other sports. The spirit and discipline of the Division have been remarkable, and for this the intelligence, sound common sense and superior character of the personnel as a whole are in large measure responsible.

3. The game has been played to the full, and in Germany to the last. This was strikingly exemplified in the splendid appearance of the men, the excellent condition of equipment and transportation, and the efficient team work of the entire force on the occasion of the Review by the Commander-in-Chief at Treves, Aviation Field, April 23, 1919. The record during the trying times of the Armistice is one comparable in every respect to that fighting record which, for the time the Division was in the line, is unexcelled in the A. E. F. It is confidently expected that it will be the determination of officers and men alike to see that the standards of the Division are preserved so long as a single member remains in the service.

4. This opportunity is taken to express appreciation of the services of the Staff Officers of the Division. Zealous, loyal and able, they have done their part toward maintaining the fighting efficiency that stamps the character of the Division.

5. The Commander-in-Chief has sent a letter which all will read with pride and satisfaction and which is published as the final message most highly valued by the officers and men who have made the Division worthy of the praise and assured of the friendship of General Pershing.

AMERICAN EXPEDITIONARY FORCES

OFFICE OF THE COMMANDER-IN-CHIEF.

France, April 27, 1919.

Major General Frank L. Winn,

Commanding 89th Division,

American E. F.

My dear General Winn:

It was very pleasing to me to note the fine appearance of your Division at the inspection and review held on April 23rd at the Aviation Field near Treves. The high morale of all ranks was very evident, and was what I had expected to find in a division with such a splendid fighting record as the 89th.

After its arrival in France in early June for two months it trained near Reynel. It then joined the 1st American Army in the Toul sector, where on September 12th it took part in the St. Mihiel offensive, capturing the strong position of Bois de Mort Mare and by the 13th advancing 18 kilometers. It then consolidated its position and after relieving the 42nd and 78th Divisions was itself relieved on October 7th. On October 19th it entered the Meuse-Argonne offensive as part of the 5th Corps, taking the Bois de Bantheville the next day. On November 1st it surged forward with the 1st Army, and from that time until November 11th it was advancing constantly. Breaking through the enemy's line, it pushed on day and night to a depth of 30 kilometers, defeating the enemy and the reserves on its front and driving him across the Meuse. Under heavy fire bridges were constructed and by the signing of the Armistice it was established on the heights east of the river. In the short space of this letter it is impossible to mention the names of the places which will live in the history of the Division on account of the gallant deeds done. Barricourt Woods, Remonville, Tailly, Nouart, Barricourt, Bois des Dames, Beauclair, Pouilly, the brilliant crossing of the River Meuse, and Autreville are but a few of them.

Please extend my congratulations to the officers and men of your Division on their appearance at inspection as well as their splendid record of service in France. They may well return home proud of themselves safe in the assurance of the admiration and respect of their comrades in the American Expeditionary Forces.

Sincerely yours.

(Signed) JOHN J. PERSHING.

FRANK L. WINN,

Major General, U. S. A.,

Commanding.

THE ORIGIN OF THE DIVISION INSIGNIA.

The ever-hearing, ever-seeing intelligence service of that grey army opposite us really was the cause for the choice of a Division insignia.

The experience of the French and British, and even of our own American divisions before us had taught us that we might expect that all of our systems of communications, our very telephone conversations, in fact, would be tapped by German agencies.

For this reason, suggestions were asked for as to a code name for the Division. As indicative of the location from which most of the troops came, the name Middle West was quickly agreed upon.

While we were yet in the Lucey Sector, before the St. Mihiel Drive, the desirability of developing some insignia which should signify the Division as surely as did the numerals "89," became apparent.

The suggestion that the letter "W" (reversing which produces "M" and the abbreviation of Middle West) placed in a circle was agreed upon as the Divisional insignia.

Then came the distinguishing features, the color inserted in the shell formed by the lower part of the "W" designating the branch of service.

The shell in the Supply Train insignia was of purple, representing the Motor Transport Corps. Later to distinguish this from the colors of the 177th Infantry Brigade, a thin line of white piping was put around the purple shell.

Every member of the 89th Division proudly wears the insignia on his left shoulder, and it appears on every piece of transportation in the division.

The following appeared in the Stars and Stripes of February 14, 1919.

EIGHTY-NINTH DIVISION.

National Army of Kansas, Missouri and Colorado. Divisional headquarters arrived in France June 21, 1918. Activities: Sector northwest of Toul August 10-20 (under command of 32nd French Corps); sector northwest of Toul August 20 to September 12 (under command of Fourth American Corps); September 12-13, St. Mihiel offensive; September 14 to October 7, sector from Xammes to middle of Bois de Dampvitoux (later extended to the Etang de La Chaussee on west and western edge of Bois de Bonvaux on east); October 9-19, Meuse-Argonne offensive (Fifth Corps Reserve); October 19 to November 11, Meuse-Argonne offensive. Total advance on front line, 36 kilometers.

Prisoners captured: 192 officers, 4,869 men. Guns captured: 127 pieces of artillery, 455 machine guns, etc.

Insignia: Circle of dark blue piping with an initial of "W" of the same color which, when inverted, is an "M," the letters "MW" standing for Middle West, as well as for the three major generals who have commanded the division, Leonard Wood, Frank L. Winn and William M. Wright.

STATE FROM WHICH MEN OF THE 314TH MOTOR SUPPLY TRAIN COME, AND NUMBER OF MEN FROM EACH STATE.*

State	Officers	Men
Maine	..	2
Massachusetts	..	8
Rhode Island	..	1
Dist. of Columbia	..	1
West Virginia	..	2
North Carolina	..	1
Tennessee	..	2
Georgia	..	5
Florida	1	...
Indiana	1	...
Illinois	3	13
Wisconsin	..	1
Minnesota	..	14
Kansas	4	13
Oklahoma	1	2
Arizona	..	3
Colorado	1	2
Wyoming	..	3
Montana	..	2
Washington	..	1
Ohio	1	8
Kentucky	2	7
New Mexico	..	2
Missouri	1	27
Nebraska	1	297
New York	2	53
North Dakota	..	1
South Dakota	1	1
California	..	3
Connecticut	..	12
Pennsylvania	1	13
Maryland	..	14
Michigan	1	5
Alabama	..	5
Virginia	..	12
Iowa	..	1
Louisiana	..	2
Arkansas	..	5
Texas	1	7
Total	21	551

*As of April 15, 1919.

STATION LIST OF SUPPLY TRAIN HEADQUARTERS FROM DEPARTURE FROM CAMP FUNSTON, KANSAS.

Station.	Date of Arrival	Date of D'ture
Camp Funston, Kansas	.....	June 4, 1918
Camp Mills, Long Island, N. Y.	June 7, 1918	June 27, 1918
Port of Embarkation, Hoboken, N. Y.	June 27, 1918	June 28, 1918
Port of Debarkation, Liverpool, England	July 10, 1918	July 10, 1918
Winchester, England	July 11, 1918	July 12, 1918
South Hampton, England	July 12, 1918	July 12, 1918
Port of Embarkation for France. Le Havre, France	July 13, 1918	July 15, 1918
Base Section No. 1, St. Nazaire, France	July 17, 1918	July 25, 1918
Rimaucourt, France	July 29, 1918	Aug. 7, 1918
Menil-la-tour, France	August 8, 1918	Sept. 27, 1918
Grosrouvres, France	Sept. 27, 1918	Oct. 8, 1918
Ville-Essey, France	October 8 1918	Oct. 9, 1918
Grosrouvres, France	October 9, 1918	Oct. 10, 1918
Bois de Brocourt, France	October 10, 1918	Oct. 11 1918
Jubecourt, France	October 11, 1918	Oct. 15, 1918
Very, France	October 15, 1918	Oct. 17, 1918
Ivoiry, France	October 17, 1918	Nov. 4, 1918
Remonville, France	Nov. 4, 1918	Nov. 24, 1918
Montmedy, France	Nov. 24, 1918	Nov. 26, 1918
Chatillon, Belgium	Nov. 26, 1918	Nov. 30, 1918
Arlon, Belgium	Nov. 30, 1918	Dec. 5, 1918
Mersch Luxembourg	Dec. 5, 1918	Dec. 6, 1918
Echternach, Luxembourg	Dec. 6, 1918	Dec. 7, 1918
Oberkail, Germany	Dec. 7. 1918	Dec. 10, 1918
Bitburg, Germany	Dec. 10, 1918	May 13, 1919
Enroute Home.		

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